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VOL. XXXIII No. 18.

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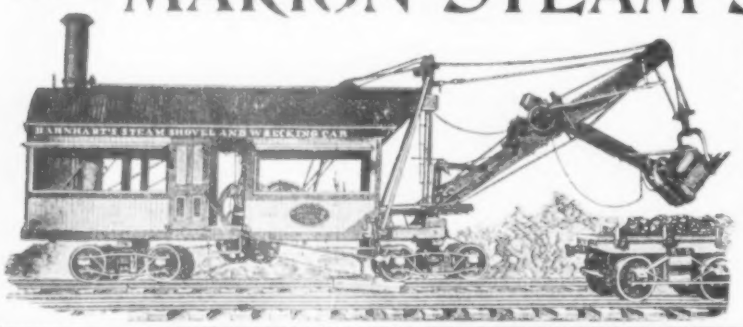

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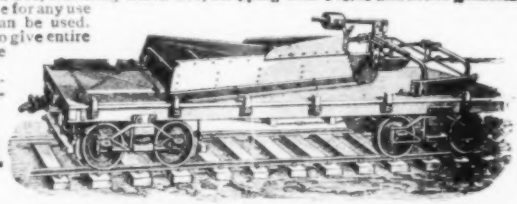

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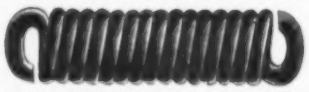

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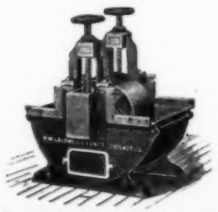

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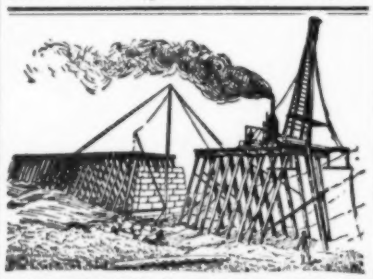

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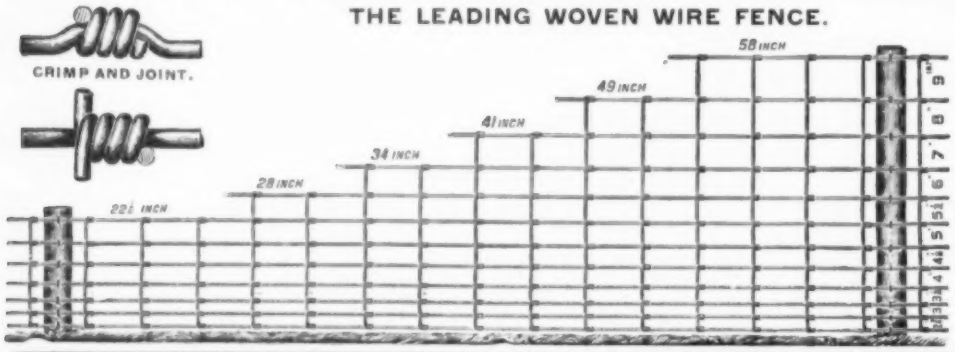

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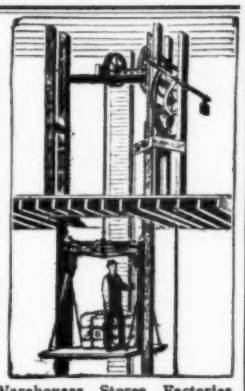

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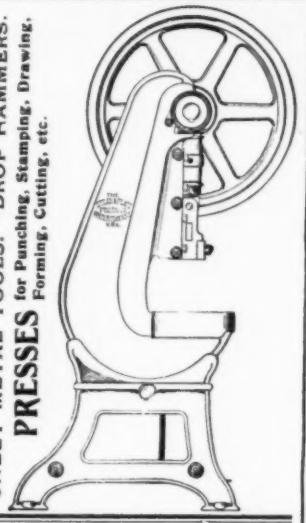

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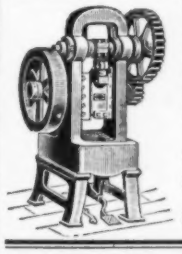

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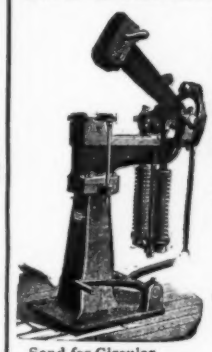

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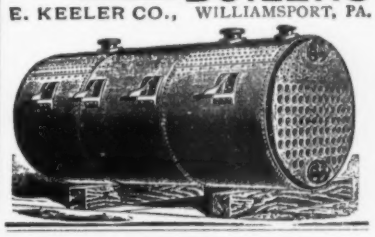

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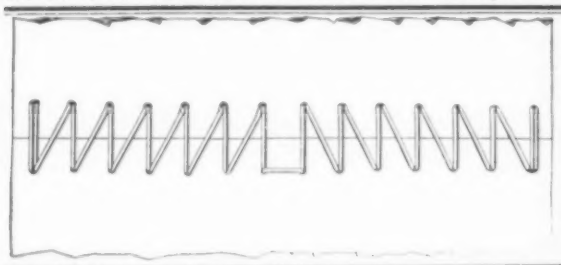

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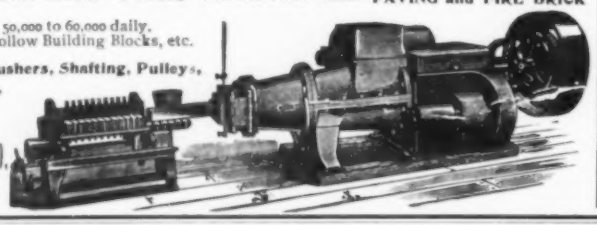

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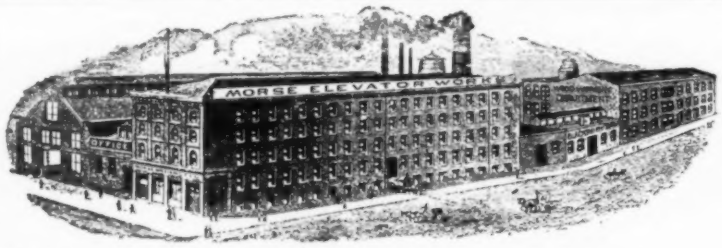

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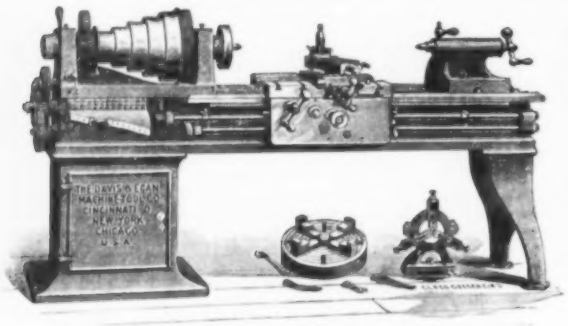

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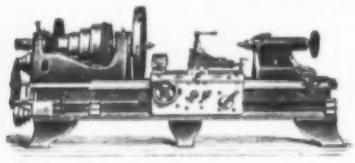

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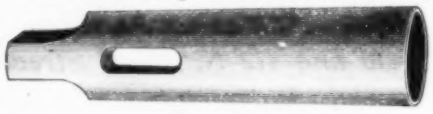

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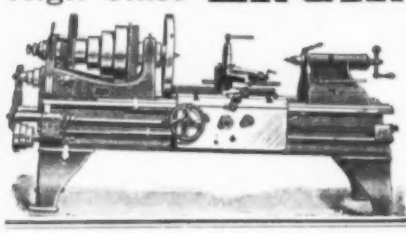

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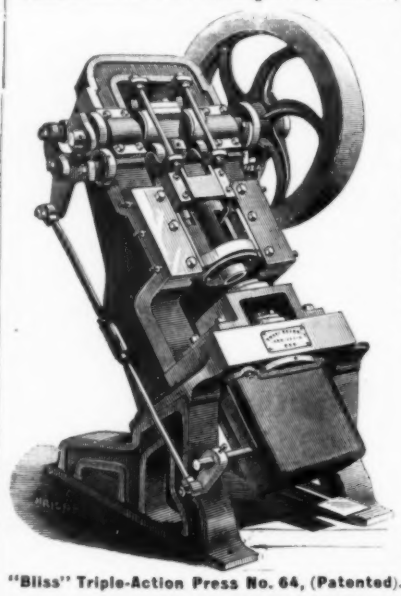

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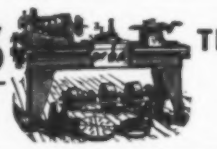

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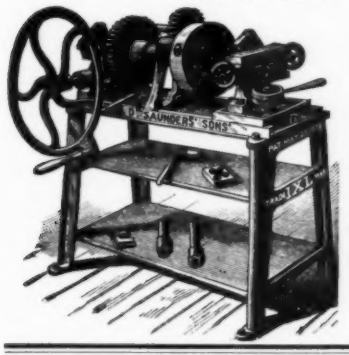

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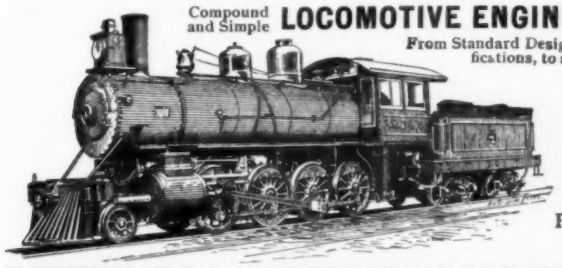

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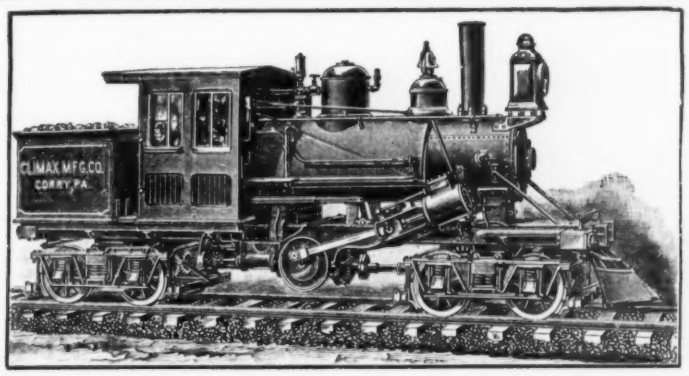

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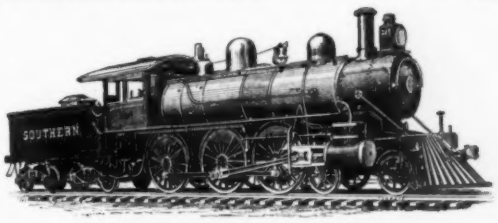

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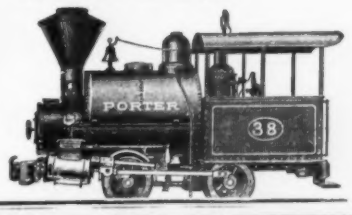

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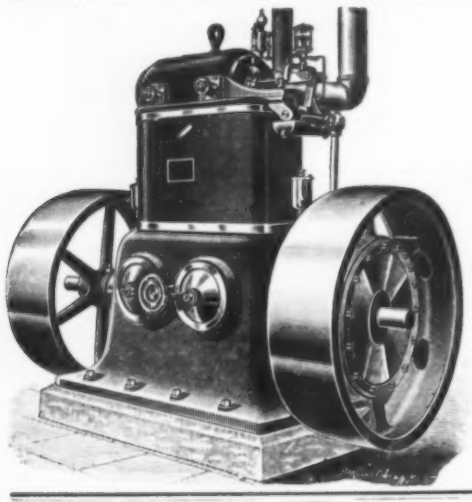

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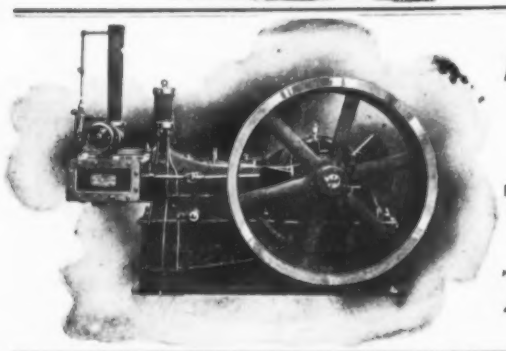

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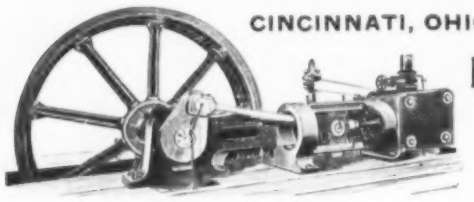

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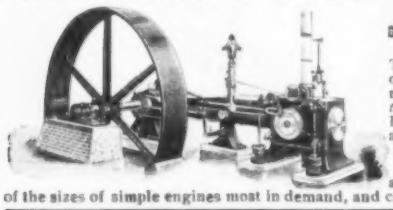

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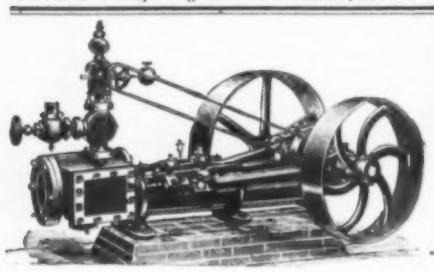

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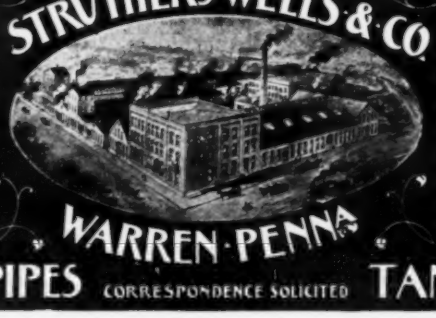

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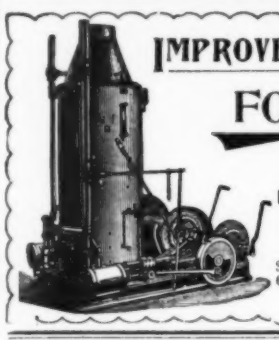

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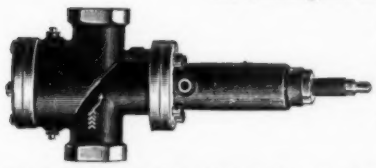

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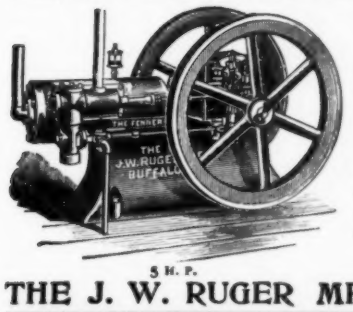

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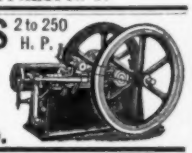

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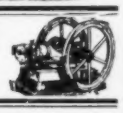

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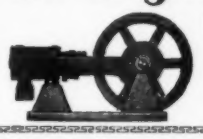

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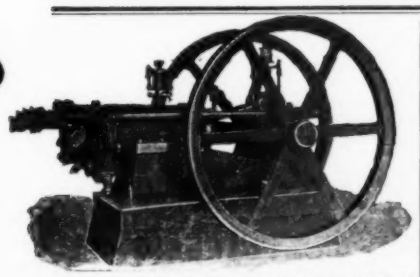

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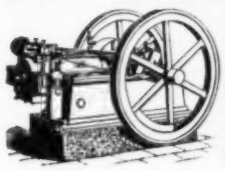

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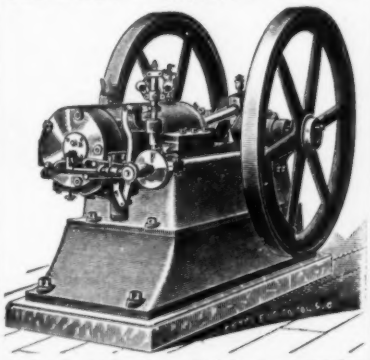

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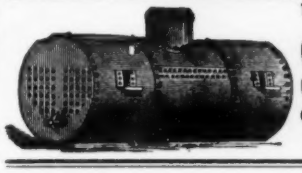

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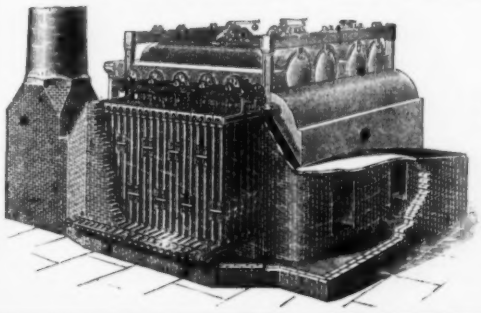

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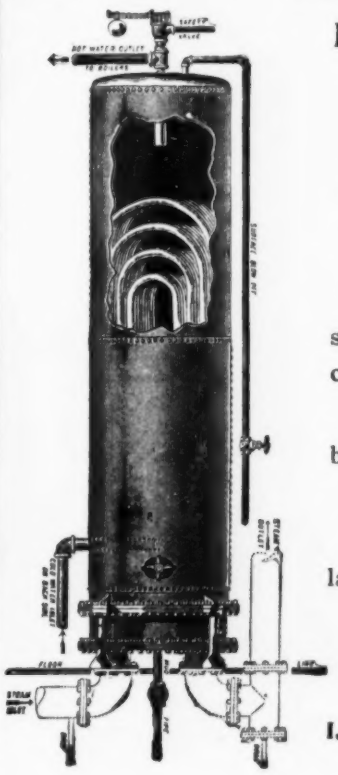

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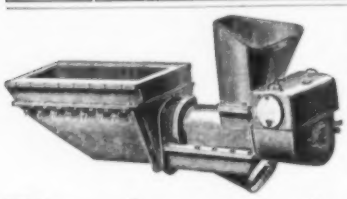

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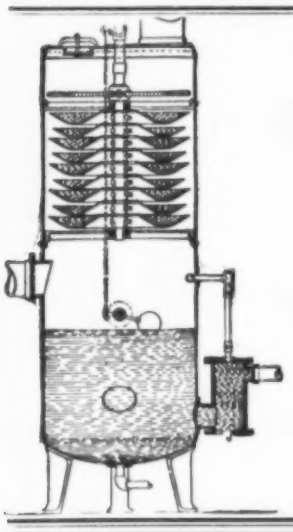

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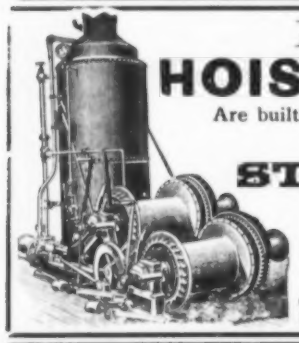

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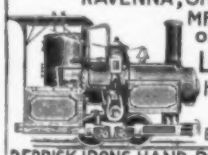

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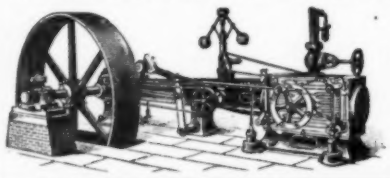

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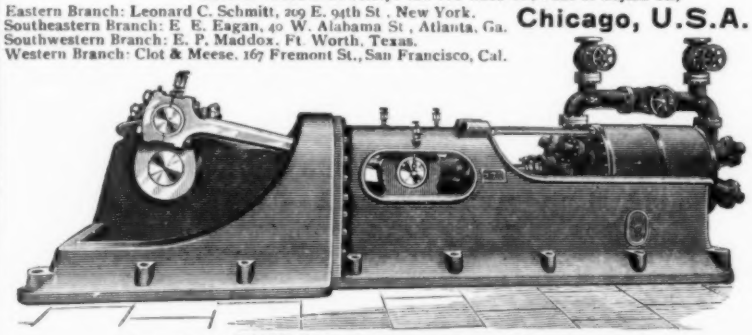

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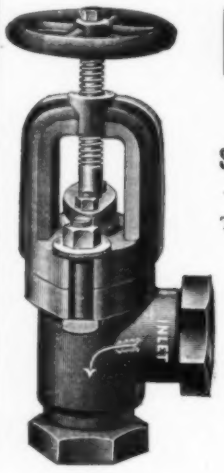

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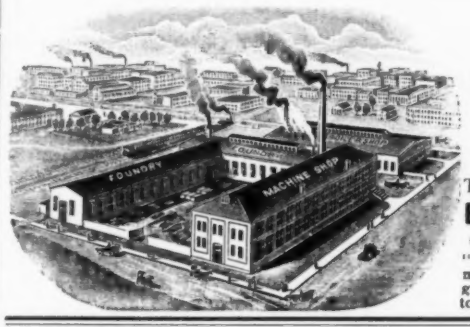

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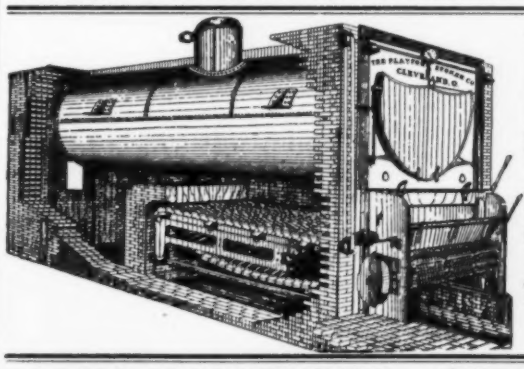

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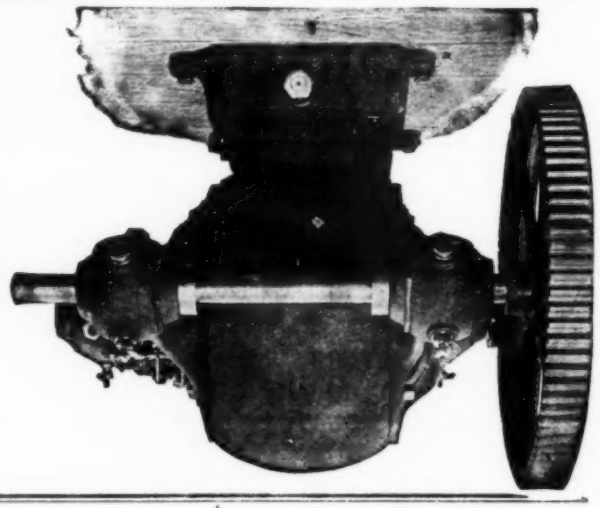

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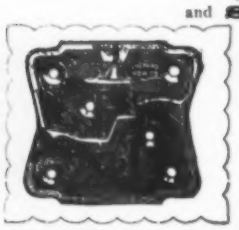

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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, MAY 27, 1898.

Ice-Machinery Makers' Opportunity.

In these days of icemaking by artificial means it seems strange that any part of our country, but especially the South, should depend upon natural ice. It now turns out that such places will be seriously handicapped by the war in getting ice from Maine, and this shortage may cause much suffering. In the civil war the same troubles existed, and within three months after its commencement Richmond suffered seriously from the scarcity of ice. At that time, however, icemaking had not been developed as at present, and the trouble could not be overcome as it can now by building ice factories. If the makers of ice machinery are wise they will utilize this opportunity to impress upon the country the importance, not simply for the present, but for all time, of the establishment of ice plants.

The Brighter Side of War Time

It is one of the compensations for the inevitable miseries of a war that it furnishes illustrations of the highest and noblest qualities of personal character.

Such an illustration was offered by the persistence of Miss Helen Gould in helping the government with her money. An even more admirable illustration is given in the effective work of Mrs. Charles F. Roe, the wife of the Major-General commanding, in relieving the privations experienced by the recruits at Camp Black as the result of the lack of proper equipment and camp training.

In this congenial work she has been ably seconded by Mr. J. Pierpont Morgan and Mr. Jenkins Van Schaick. Mr. Morgan's terse saying, "Give the men what is needed and send the bills to me," is not unworthy of a permanent place in the history of the war.—New York World.

Surely there must be a mistake in this. Can it be that Pierpont Morgan, the arch fiend of the century, the wrecker of railroads, the destroyer of all prosperity, the unpatriotic conspirator with Mr. Cleveland to ruin the country and control its finances to his own ends, has done anything to merit the commendation of the New York World?

War is an awful thing—death and destruction, broken hearts and misery untold ever attend it, but if as an outcome of this war the people of our country learn to realize that the rich and the poor stand side by side in patriotism, and that the corporations which are offering to continue to pay the salaries of any of their employes who enlist are doing something probably unprecedented in the world's history, and if out of all this the demagogue's employment in arousing hostility to capital and to corporations is swept away, so that we stand once more not simply a united country—no North, no South, no East, no West—but a country freed from the blight of what the demagogue calls the fight between the masses and the classes, then this war will prove a blessing and be worth all that it may cost of priceless lives and millions of money.

"A Nation Born in a Day."

Hon. George L. Wellington, United States senator from Maryland, in a letter to the Manufacturers' Record under date of May 21, says:

I have read the editorial in the last issue of the Manufacturers' Record with much pleasure, and congratulate you upon the splendid and patriotic manner in which you have treated the subject—"A Nation Born in a Day." It affords food for much thought concerning conditions which have developed of late.

Mr. Ellison A. Smyth, president of the Pelzer Manufacturing Co., Pelzer, S. C., in a letter on the same subject, says:

I do not always agree with your editorials, but I am very much pleased with "A Nation Born in a Day," in your edition of May 20, and with which I am in thorough sympathy. I congratulate you on it.

The Need of Consistency.

In the last Presidential campaign some of the sensational papers of New York and other places were bitterly denouncing every man who opposed free silver as an enemy to the country, and especially to the farmers. With the adoption of free silver, they said, low prices of farm products would quickly give way to a great advance, and with high prices for wheat would come general prosperity. Adopt free silver and the curse of low prices will be followed by the blessing of high prices, was their cry, and every man who opposed their theories was regarded as an enemy of the country. No vituperation was too bitter for their use.

Now the situation has changed. By reason of a great shortage in the world's wheat crop prices have advanced. A young man in Chicago, who was bright enough to see the opportunity and had the capital to buy enormous quantities of wheat, became instrumental in focusing public attention upon the situation, and the natural result was a rapid increase in price. The farmers of the West, who have for years prayed for better prices for their wheat, are rejoicing in this advance and praising Leiter for his shrewdness in helping to bring it about. But the same journals that two years ago clamored for free silver, because it would, they said, advance the price of farm products, cannot now find words sufficiently strong to denounce Leiter and all others who have helped to effect this increase, which is largely based on the law of supply and demand. According to their statements, he is a fiend who is adding to the sufferings of the poor, who "has brought a national calamity upon the United States," who has "committed a crime, a colossal and horrible crime," and who, "were this a lawless country, would be given a rope and a lamppost." Such is the language used in denunciation of a man whose only crime has been to help advance the price of wheat, and yet the very journal which now rages in this manner and its candidate, Mr. Bryan, denounced with equal severity all who opposed Mr. Bryan's candidacy, because they were, it was said, engaged in a conspiracy to keep down the price of farm products. According to these people, the man who could be instrumental in advancing the price of cotton would be a public enemy, because higher prices for cotton would mean higher prices for clothes, but the cotton planter would do just as the wheat farmer is doing—praise him as a great benefactor. The curse of our country is the absolutely unscrupulous dishonesty of demagogic newspapers like the New York Journal, and politicians who, without consistency, without the thought of honesty in their work, are ever seeking to mislead the public.

Upon this land no greater evil has fallen in this generation. With ceaseless activity, with vast resources at their command, they are willfully seeking to raise issues which they know to be absolutely false, and in doing this are greater enemies to our country and have less honor and integrity than would Admiral Sampson if he, for some great bribe, sold out his fleet and his country to Spain.

American Trade Supremacy.

The position taken by the Manufacturers' Record that "Commerce Follows the Flag," and that after the war, whether it be short or long, there will be a wonderful expansion of our trade interests, and thus an extension of the influence of our civilization, is attracting wide attention, and leading papers throughout the country are falling in line. The Times-Herald, of Chicago, commenting on this, says:

As the policy of the government in the present war with Spain is not one of territorial conquest, it follows that the questions which arise concerning the probable effect of the war upon the United States will have reference to commerce and the expansion of markets. It is not a question of what islands or coaling stations we can acquire in the effort to drive Spanish rule from this hemisphere; it is a question of civilization and commerce. It is the same question that confronts Great Britain in Africa, India, Egypt and the Soudan. It is the belief of the Manufacturers' Record—the industrial organ of the South—that the termination of hostilities will mean a mighty expansion of our foreign trade. Commerce will follow the flag in this instance as it has in all the wars of history. This is the belief of all who have given attention to the commercial aspect of the war. Whether we acquire any new territory or not as a result of our certain victory over Spanish forces, there is every reason to believe that cessation of hostilities will be followed by rapid development of our commercial interests. No matter what disposition is made of the Philippine Islands, it is safe to say that the United States will not fail to use them for the advancement of our commercial interests. This government cannot fail to see the importance of the islands as a base for the expansion of our market in the Orient. Neither will it fail to note the recent aggressions of England, Germany, France and Japan in the direction of the acquirement of greater commercial advantages in China. The civilizing forces of the next century are certain to reach further into the interior of this vast empire, and where civilization goes the wants and necessities of man are increased. America must be in a position to have a share in supplying these wants. There is already a decided demand for American goods in the East. It is but a question of time when America will find in China the greatest market on the globe for her breadstuffs and other food products. If we use the fortunes of war to our highest commercial advantage the beginning of the next century will find our trade supreme in the Orient, the Gulf of Mexico, the Caribbean sea and the South American republics.

An Unnecessary Alarm.

At the recent meeting of the New England Cotton Manufacturers' Association a paper was read by Mr. Jones S. Davis, of Holyoke, Mass., in which he advocated a plan whereby as rapidly as the space now occupied by coarser cotton machinery in New England can be utilized by linen machinery, the cotton machinery should be transferred to the South, where mills should be established or acquired by the association. He suggested that this double plan would secure to New England the great and remunerative linen industry to take the place of the coarser cotton manufacture that it was bound to lose in the end anyway, and would enable New England capital and brains to compete on equal terms on its own ground with the South. The moral drawn from this suggestion at the time by the Manufacturers' Record was that Southern capitalists and manufacturers, as well as agriculturists, should adopt Mr. Davis's scheme and start linen manufacturing and extend flax culture in the South. Our progressive contemporary, the Houston Post, takes another view of the matter, however, and looks upon it as a "truly Napoleonic move—the capture of cotton manufacture in the South by the removal of their mills to this section, while the owners remain in the East and yet engage in other branches of manufacturing." The Post says:

Instead of a concentration of New England money, therefore, on the finer grades and articles of cotton manufacture, or on the manufacture of linen, it is proposed to distribute both the New England capital and industry by occupying the Southern field as well as the Eastern. In a word, the South is to be invaded and captured by the power of the mighty dollar. This, at first glance, might look like a good thing for the South. We want our section filled with industrial enterprises. Factories would give employment to labor and cause the expenditure of large sums of money in communities where now the dollars are scarce. A market would be furnished the planter at his door for his

crop. So far so good. But at last competition would be wanting—the competition that would put up the price of the raw material and put down the price to the consumer. The scheme would be virtually the creation of a New England cotton manufacturing trust. The South would continue to pay tribute to New England. What we want rather to see is Southern money going into Southern factories, giving us all the advantages of the presence of industrial enterprises and reserving the profits to the South. If the South will not use its own money in manufacturing then let us have outside money, but first let us continue to urge home capital into factory enterprise. This last New England proposition should receive attention in the South; Southern capital ought not to allow a New England trust to monopolize the Southern manufacturing field.

We think that the Post is unnecessarily alarmed. We grant that the investment of Southern capital in Southern enterprises is a very good thing. There is certainly abundant opportunity, and we may say in Texas particularly, for the erection of cotton mills and allied manufactories, but we certainly would not limit the development of these opportunities to Southern capital, if Southern capital will not invest in them to the extent that they demand. The way to develop the South is to develop. We contend that any money will be welcome there, provided that it is sound. How a trust could be created by the investment of New England capital there is beyond our comprehension. The South has done a great deal in contributing brains and capital of its own to industrial enterprises, but there is a great deal more to be done still, and in the doing of it we expect to see large additions to the Northern capital already there. The Manufacturers' Record has for a number of years been urging just that very policy, and it shall continue to do so without the least particle of fear that a cotton manufacturing trust will be the outcome. In the meantime we urge again that prompt attention be given to the facilities of the South as a grower of material for the manufacture of linen and to the manufacture of that textile.

The Nicaragua Canal.

The developments of hostilities with Spain are resulting in greater emphasis than ever of the necessity for the construction of the Nicaragua canal. In an interview in Chicago, Mr. Lyman E. Cooley, a well-known engineer, who has recently spent some time in studying the proposed route of the canal, asserted that the construction of that waterway would enable the United States to say that their fleets, if necessary, could command the Atlantic and Pacific oceans as no other fleets in the world could do. He said:

Suppose, at the least, it costs $54,000,000 to construct this canal, or at the most $133,000,000, what would that amount to in view of the fact that at the present moment every city on the Pacific coast could be destroyed by a hostile fleet before any battleship of ours could even round Cape Horn? When we could reach the ruins of San Francisco the enemy would be at Hawaii, and when we were there they would be at Manila or safely at home. Leaving aside all question of the value to us of the canal as a powerful agency for developing our commerce, look at its construction from a war point of view.

The Atlantic coast will always be the concentration point for the cream of our navy. New York city is 14,000 miles from San Francisco without the Nicaragua canal; that is, via the Straits of Magellan, steam vessels leaving New York are over 13,000 miles from San Francisco, and sailing vessels via Cape Horn 15,000 miles away. The canal would shorten one route 8267 miles and the other route 10,754 miles. A man-of-war sailing ten knots per hour, or 240 miles per day, would save in the one instance forty-four days and in the other thirty-four days' time. In other words, if the Oregon is at Barbadoes, sixty-two days would be required by her in reaching that point from San Francisco via Cape Horn. With the Nicaragua canal complete forty-four days' time would have been saved over one existing route and thirty-four days over the other. The journey from San Francisco to New York could be made in eighteen days by a slow vessel or in ten or twelve by a swift one. Would not this be of value to the government when so much depends on the rapidity with which our vessels must be moved from point to point? Possessing the Nicaragua canal, we could prevent any navy in the world from traversing the Horn for the purpose of attacking us east or west. We could create a naval station at Lake Nicaragua second to none in the world, and from which our vessels could pass for the protection of either of our coasts with a rapidity unequalled. The Spanish war and the journey of the Oregon will awaken the general public to the necessity of having the canal as nothing else could have done. Once built, the canal, from a strategic or a commercial point of view, means that our flag with our shipping will enter every port in the world, and we will be the maritime power of the twentieth century.

There are some critics of the canal plan who contend that its importance from a strategic standpoint has been overestimated, but it is difficult to understand how a thoughtful mind can see anything but advantage, commercially, to the United States in its construction. Recent rapid events have demonstrated that the foreign trade of the United States may have a tremendous expansion in the near future in South America and the far Pacific. That expansion may be postponed indefinitely if this country is not prepared to take advantage of its opportunities. One of the best preparations is the construction of the canal, which will hasten the prolific extension of our commerce.

The Massachusetts Mills.

Another legislative committee has reported upon the situation of the New England cotton mills. This time it is the labor committee of the Massachusetts legislature. In its report the committee states that the annual returns of the corporations in Massachusetts showed a considerable decrease in their assets and dividends declared; that there was a large amount of manufactured goods on hand and unsold, and that manufacturers tried unsuccessfully to arrange a combination to produce reduction and to advance prices, but that resort was had to a general reduction in wages. The report acknowledges that little comparison has been made with conditions in other States because of the alleged absence of figures. It points to the fact that local taxation in Massachusetts is much heavier than in the South, and states:

We find that considerable Northern capital has been invested in Southern mills, though how much cannot be stated. However, we are of the opinion that most of the new mills South are being built by Northern capital. In a few instances there are mills built by Southern capital and managed by Southern men. The principal cause of the recent reduction in wages in the cotton mills of this Commonwealth is the great increase in the production of cotton goods at a time of widespread business depression, and the competition arising therefrom. This principal cause has been of late emphasized by the fact that certain of the coarser cottons are being made in the South at a somewhat lower cost than they are made in Massachusetts. But this fact, though patent, should not be taken for the main cause. We find also that some of the mills have not used sufficient of their earnings for repairs and improvements, and because of this have continued to make the more common grades, when the growing demands of business have been for finer and better goods. This has still further aggravated the situation. This includes the causes of the present condition of the business as far as your committee has been able to determine the cause of the reduction of wages it was ordered to investigate. It is agreed on all sides that the National Congress should fix the hours of labor and in general control labor legislation, so that there may be uniformity in all the States. In this matter, however, we can only make recommendation, and as the subject is now under consideration by Congress, we conclude not to advise any formal memorial, but leave the matter with our congressmen, who are fully advised of the questions at issue and the rights and interests involved.

The report generally is of rather a negative character, with no additions to facts. Its most positive statement, perhaps, is that "It is agreed on all sides that the National Congress should fix the hours of labor and in general control labor legislation so that there may be uniformity in all the States." We have failed to find any agreement of the kind with special reference to the New England contention. The only advocacy of it at this time seems to be confined to a portion of New England and to be centered in a proposed constitutional amendment which can never be adopted by constitutional means. The proposition for the amendment was introduced more than four months ago, and, if we are not mistaken, went to sleep in committee after a few hearings on the subject. We would suggest to our Massachusetts friends that they do not attempt to disturb its slumbers. The conditions in that State ought to be a solemn warning not only to Massachusetts, but to the rest of the country, of the danger of interfering by legislation in economic relations. Of course, the statement that most of the new mills South are being built by Northern capital is too absurd to discuss.

Co-operation on the Gulf.

On a recent visit to Galveston Mr. Arthur E. Stilwell, president of the Kansas City, Pittsburg & Gulf Railroad, in discussing the outlook for commerce at the Gulf ports, said:

I have been in Galveston many, many times. I am well acquainted with it. I have the most perfect confidence in the future of the port. I feel sure that its commerce before many years will be immense. I believe, in fact, that Galveston's future is greater than even many of her own people appreciate. Had I not thought so, had I not been so confident in the proposition that the commerce of the West should and would go through the Gulf ports, I would never have been able to secure the money to build a straight line to the Gulf. What the people of the West and the citizens of the Gulf port cities should do is to get together and work together to draw the business of the West through the Gulf ports, just as the Atlantic seaboard cities work together. We have not had such unanimity of purpose, unfortunately. I am devoting myself to this proposition, and also to the building of the Nicaragua canal. If this canal is built all the products of the West which now go to Japan and the Orient through the Pacific ports will be sent through Galveston, and this city will have 400,000 inhabitants in a few years. I would like to get permission to finance the canal proposition. I am satisfied that I could get every dollar necessary within three years.

This is the kind of talk that is needed by the Gulf ports. The Manufacturers' Record has time and again called attention to the evils inherent in the jealousies and rivalries among the Gulf ports, and has pointed as an example to the co-operation of the North Atlantic ports whenever the interests of any one of them are threatened. With the development of trade relations in the South American and Central American republics, and their extension by way of the Nicaragua canal to the far Pacific, the Gulf ports will have all the business that they can handle. The development of trade relations and their extension, however, will not be hastened if the Gulf ports permit a spirit of petty competition with each other to interfere with the broad scheme of diverting the products of the West and the South to them. There is a rivalry which is to be encouraged, and that is, that each port, without reflecting upon any other, should exert all its energies in bringing to itself as much business, both outward and inward, as possible. Such a competition will result in the building up of all the ports.

An Efficient Diplomatist.

Mr. John Barrett, the retiring United States minister to Siam, whose suggestive letter on opportunities for the South in the far East has been widely published in this country, has shown himself to be one of the most efficient and wide-awake representatives abroad of the Department of State. The esteem in which he is held in Siam is indicated by a recent issue of the Bangkok Times. The issue contains thirty-six columns, of which fourteen were filled with advertisements and twenty-two with news matter, editorial and other miscellany. Six of these columns are in the Siamese type, and of the remaining sixteen in English, fourteen are devoted to Minister Barrett, two of them giving an account of the farewell reception tendered him by the American residents at Bangkok, a half column being filled with a farewell poem and twelve columns being occupied with a report by him on commerce in the far East. In an extended editorial summary of his work the following statements are made:

It is no small loss that we in Siam are sustaining by the departure of Mr. Barrett, but the vigorous efforts he has made to advance American interests not only in Siam, but in the whole field of Eastern Asia, will not be lost, and his presence in America should help to strengthen the wise policy he indicates in this report. This feeling is all the more cordial here since British and American interests in the far East are identical, while as to this particular section of the field all the nationalities represented in the foreign trade of Siam have a common interest in maintaining the "fair field and no favor" under which the country has developed so wonderfully. * * * His success in the advancement of American interests and his popular relations with both Europeans and Siamese are certainly unprecedented among American ministers to this country. Mr. Barrett goes away with the best wishes of the whole community, and his future career will be watched with the greatest interest.

We see no exaggeration in this tribute to Mr. Barrett. That the South is his particular debtor is proved by a study of the inspiring letter which he sent recently from Bangkok. Though a New Englander by birth, Mr. Barrett has spent some time in the South, and he has demonstrated not only his attachment to that section, but a remarkably broad yet thorough comprehension of the methods whereby the agricultural and industrial South may be brought into close contact with a rich market for which the nations of the earth are contending.

Money in Southern Hogs.

Many Southern newspapers are using the existence of war as a text for urging greater attention to raising more home supplies and less cotton. What the South is doing in this direction, as far as swine are concerned, and what it may do are shown in the June number of the Southern Farm Magazine. Several articles bearing upon the topic are presented.

Col. J. B. Killebrew, in an interesting review of the development of the hog industry in the South, presents some rather remarkable facts regarding the rapid in-

crease of swine in that section. South Carolina, for instance, has more than doubled the production of hogs since 1890, running from 494,000 to 1,096,968. Virginia has rapidly increased its production in that direction, and Mississippi has nearly doubled its production. North Carolina has also increased about 15 per cent. At the same time, it is apparent that the Northern States have decreased in production even more rapidly than the Southern States have advanced. The facts brought out by Colonel Killebrew ought to strike home in several directions, particularly among Northern people, where there seems to be a general impression that hogs cannot be grown in the South.

Hon. Charles W. Dabney treats of cheap hog raising, dwelling particularly upon the Kentucky method of days of a generation ago, which was a succession of provision crops following each other through the period of growth and fattening of the hogs, which could be cultivated with a less expense of seed and labor, and all of which the hogs harvested for themselves.

Prof. R. L. Bennett, of the Arkansas Agricultural Experiment Station, gives the results of an experiment in hog raising for commercial purposes. He contends that the Southern farmer is growing cotton at a loss and buying almost all the pork he consumes from the North and West. It seems ridiculous to speak of pork as a good money crop for the South, but he asserts that, in spite of these conditions, pork is a good money crop, and shows why.

Another interesting paper on the same subject is by Mr. George F. Weston, superintendent of the Biltmore Farms, North Carolina, in encouragment of the raising of finer breeds of swine.

To treat of hogs in the South commercially may be in advance of the present facilities, but it is not beyond the possibilities. On the other hand, the more attention paid to that phase of the subject, the more likely will farmers devote more thought to filling their own smokehouses with bacon raised on their own plantation. When every Southern farmer raises enough food to supply his family the South will be a producer of hogs for market and the problem of the cotton crop will be solved.

The regular departments of the magazine are full of valuable information and suggestions.

The Southern Farm Magazine is published by the Manufacturers' Record Publishing Co., Baltimore, Md. Price, $1 a year.

THE ENSLEY STEEL MILL.

One Million Dollars of Bonds for the Enterprise Placed.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., May 24.

There is some change in the demand for iron. The wire edge is off and the deluge of orders has subsided. The demand the past week can be rated as fair and was mainly for medium-size to small orders. It was unevenly distributed, as some of the interests reported a very quiet week, while others said orders were fair. Anyway, it is estimated that the demand was fully equal to production, which is kept on an even keel. While this can be increased some at very short notice, there is no inducement to do so as long as general production keeps ahead of consumption. There were some bids at $6.70 for No. 2 foundry during the flurry whose rejection caused the buyers to draw out and await developments. These same buyers raised their bids the past week to $7.25, if prompt shipment, which indicated that they concluded there was no money in waiting. The market can be called quiet and steady, with quotations on a basis of $7.25 for No. 2 foundry. Brokers with orders the least bit off in price had to report their inability to buy.

As the situation is not an uncomfortable one, the probability seems good for steady values. In iron warrants there is no movement of interest, and transactions are so few that the establishing of prices is not an easy matter. There was some little life in the export trade. Vessel room, especially for Continental Europe, was offering to a limited extent and it was all absorbed at rates a little advanced over previous quotations. Their iron industries are reported as unusually active, and we could get in there without trouble if ocean room could be secured.

It looks as if we could say that the steel mill to be erected at Ensley is a go. The $1,000,000 of bonds have been placed. The subscribers to the bonds receive a bonus of 40 per cent. on subscriptions in the way of preferred stock. The Tennessee Company takes the 60 per cent. left and underwrites the whole thing, guaranteeing 6 per cent. on the investment. This amounts to an interest rate of $8.40 on the subscription. In addition to this they agree to supply the iron necessary at a price approximating cost during the life of the bonds. The fuel gas from the adjoining by-product plant is also obtained at special rate. The advantage to the Tennessee Company is a steady and certain market for an important part of its production and enables the company to enter the market without the handicap of a large surplus stock seeking buyers. The papers are in the hands of the attorneys, who are reconciling the details of the arrangements to the legal requirements.

The rolling mills are nearing the close of one of their busiest and most successful business years. It has been almost a continuous run with them, without accumulation of stock of any magnitude. They have orders to keep them employed until July. Beyond that date they are coy about business, as the Amalgamated Iron Workers' scale of prices will probably undergo revision, and no man can foretell just what it will be. The probability is that about that time there will be a shut-down for the usual yearly repairs, when opportunity will be afforded to adjust business to the changed conditions, if any there be. The minor industries show no let-up in work. New work comes in to replace that finished or nearing completion, and there is no cause for complaint with them.

The new nut and bolt works, though not yet roofed, is taking orders for the coming season and is highly gratified at the prospect. Though up to its neck with orders, Hardie-Tynes Co. finds it impossible to avoid accepting additional orders. The past week this company registered orders for Corliss engines of 300, 100 and 50 horse-power. The Birmingham Boiler Works has sixteen boilers to build, while those who make a specialty of local work are rushed. The amount of structural work turned out is evidence of the building going on. The truth is, the feeling is so universal that if we ever can get at the Spaniards we can lick 'em, that all fear of the bad effect of war on business is a back number. Should a reverse come to us, there would be a quick shortening of sail. As it is, confidence rules the hour and money supports every inducing business enterprise. Confidence and money combined create prosperity, and we are living witnesses here of the potency of this assertion. J. M. K.

WAR AN EDUCATOR.

Hon. William L. Trenholm's Comprehensive View of the Situation.

The editor of the Manufacturers' Record has recently received a personal letter from Hon. William L. Trenholm, president of the North American Trust Co., New York, which is of such public interest that permission has been secured from Mr. Trenholm to publish it. In the course of his letter, which was in reply to a letter to him, Mr. Trenholm says:

"It appears to me rather early to forecast either the duration of the present war or the effects likely to be produced by it. The information accessible to us is doubtless such as to justify the expectation that the war will be of brief duration, and that its results will include a change of government in Cuba, but our information is limited and war is an uncertain game, hence this particular one may last much longer than we expect and desire, and may have, as you say, very far-reaching consequences.

"All wars exercise an educational influence, and this one is so different in every feature from any of which this generation of our people has had any knowledge that we are all likely to learn a great deal from it, and the longer it lasts and the more varying its incidents, the more numerous and the more valuable will be the lessons it will teach us.

"I agree with you in thinking that it would be an exceedingly desirable thing for the people of this country to have their minds set free from the narrowing influences of internal politics, and I have no doubt that already most of us have got into the way of thinking a great deal more than we have ever done before about our foreign relations and the very small figure that this country really cuts in the estimation of the rest of this great world.

"We have been too much accustomed, I suspect, to measure the relative size and importance of our country by the misleading differences of scales in our school geographies, where the map of each State occupies as much space as any Continent except that of North America. In the school geographies of other countries it is just the other way; each of their countries and provinces occupies more space than the whole United States, and the Continents of North and South America are generally shown on one page. The people of those countries are thus misled into underrating ours.

"It will be a good thing for our people also, as you suggest, to learn that the effective force of any country in foreign affairs depends upon the union and harmonious co-operation of all its elements of strength; that not its labor alone, however intelligent and well organized it may be, nor its capital alone, be it ever so enterprising, nor the brains of its editors, nor the eloquence of its statesmen are sufficient singly to make it great, but that it takes all these united, and much more besides, to make any country respected abroad, not to say powerful.

"I cannot concur with you in thinking that this country is likely to have the sphere of its political influence or business activity much expanded against its will. On the contrary, I believe if we are to reap any advantages of that character we must strive for them intelligently. Greatness is not thrust on nations, as it sometimes is thought to be on individuals. No nation has ever been great that was not worthy to be great, and not then unless it willed to be.

"If, as one of the results of the war, there should arise a popular desire for the United States to be recognized as one of the great powers, claiming a voice in international counsels and contributing its weight and influence to the decision of important international questions, we shall no doubt be able to attain to that position, provided, however, we are wise enough to begin by enabling our government to command and keep the respect and confidence of all foreign nations. It ought to be easy to make everybody understand that to effect this and insure its continuance the organs of popular sentiment must discourage and denounce as unpatriotic anything and everything by whomsoever said or done that is likely to sow dissension among our people, or which may have the effect of arraying class against class, section against section, town against country, or of in any other way breaking the solid front which as a united people we should present to the rest of the world. There certainly will be, as you say, many other things to think, talk and write about besides the petty squabbles of politicians.

"I join you in hoping that the war may bring about these results, and I am glad to know that you, like a faithful watchman on the outer walls, have been so quick to discern the signs of the times, and are so well prepared to give advice as to how best coming events may be turned to the advantage of our fellow countrymen."

AGAINST DEBASED MONEY.

Col. John L. Black Wants Soldiers to Be Paid in Full.

Col. John L. Black, of Blacksburg, S. C., in a letter to the Manufacturers' Record, pointing out the need for immediate action on currency reform, says:

"Note the progress of the war so far which will cause the incurring of at least $600,000,000 debt. Now, if this is to be provided for by saddling the treasury with an issue of one-half of that amount in treasury notes or fiat money, to say the least of it, we will soon have a redundant currency, so-called money, which will tend to such a degree of expansion as to ruin the solid and settled business of the country. While the above amount of indebtedness may be said to now have been incurred, it can be plainly seen that twice this amount will not end the war. If the Congress had the nerve to issue gold bonds for all needed amounts to carry the war to an end, the credit of our country is so good that even with eighteen hundred millions of bonds out we could safely keep what notes we now have at par in gold. While it may be advisable to levy extraordinary war taxes, if judiciously placed, they may not be found burdensome to the people or business interests of the country; but if the populistic cry for greenbacks—mere fiat money—and the coining of silver at sixteen to one must prevail while we are thrashing Spain, which presumably will not take a great while, the result will be that we will go out of the war with a depreciated currency all held by our own people, but which in time must be redeemed at par in gold—the only money of redemption the civilized world will acknowledge and pass current. Besides this, the war debt is not necessarily to be paid in a day, a week, a year or in years; better issue gold bonds and carry the debt at low rates of interest and pay it gradually.

"If poay bonds are to be taken by the people and they do take them, such bonds will serve in stringent times to settle balances between man and man as currency.

"The present conflict seems to have been largely promoted by the people at large, and at present the worst feature in it is the populistic threats of certain of our 'yellow politicians' to tax the cost of carrying it on on the rich and business

portions of our citizens. A tax on corporations is proposed. Corporations are individuals, and each shareholder has as much right to be protected as has the poorest and humblest citizen in the land.

"War exists, and it behooves every citizen to be loyal to the flag of his country when of proper age to help to fight its battles, and it equally behooves every one to contribute in proportion to his holdings and belongings to support and pay the cost of carrying on the same. The Congress may provide the means of carrying on the same and keep our circulating medium at a parity with gold, or it can by wild theories so enact as to make the circulating medium fall below par in gold, and such debased money must pay the soldier in the ranks his $13 monthly, when, perhaps, this amount would not feed his wife at home, if he has one, for a week's time. Let these wise patriots of the Congress so debase our currency, and when they have done so ask soldiers to serve for $13 per month. Pay the men now marching to Cuba, or the army that goes to Manila, in our present silver and they will have $6.50 per month and no more. Invade Spain and it will be the same. Gold won't do here at home, but it must be sent abroad to pay our armies.

"The writer had a little experience in the late civil war, paying $70 for a wood hat and $50 for one breakfast. Money is the sinews of war. The present war is foreign, and gold alone will fight it. Let our money go under par and the sailor and soldier and their families first and the poorer classes at home will be the sufferers. We are to have at the end a thousand millions of indemnity or more. Will we take the poor Dons' banknotes or 18-cent dollar at par? Perhaps it would be better to take it in islands at one cent per acre."

This Is the People's War.

Under the above heading the Atlantic Monthly editorially discusses the war, and reaches the conclusion that while the commercial interests of the country were opposed to war, the people at large demanded war, and that it was this influence that pressed the country into the struggle, despite the strong commercial opposition. On this the Atlantic says:

"There is no need to discuss minor and accidental causes that hastened the rush of events, though such causes were not lacking either in number or in influence. Newspapers conducted by lost souls that make merchandise of all things that inflame men's worst passions, a Congress with no attractive political programme for the next election, and a spirit of unrest among those classes of the people who had not wholly recovered from the riot in false hopes that inspired the motley following of Mr. Bryan in 1896—these and more made their contributions to the rapidly rising excitement. But all these together could not have driven us to war if we had not been willing to be driven—if the conviction had not become firm in the minds of the people that Spanish rule in Cuba was a blot on civilization that had now begun to bring reproach to us; and when the President, who favored peace, declared it 'intolerable,' the people were ready to accept his judgment. * * * There can now no longer be doubt that after the blowing up of the Maine public opinion moved forward instinctively to a strong pitch of indignation, impelled not only by lesser causes, but by the institutional differences laid down by Mr. Buckle and by Mr. Eliot. It felt its way toward the conviction that the republic does stand for something—for fair play, for humanity and for direct dealing—and that these things do put obligations on us; and the delays and indirections of diplomacy became annoying. We rushed into war before we knew it, not because we desired war, but because we desired something to be done with the old problem that should be direct and definite and final. Let us end it once for all."

SUMMER IN THE SOUTH.

Its Mountain Resorts To Be In Greater Demand Than Ever.

The coming summer is likely to be marked by a decided increase in the patronage of the mountain resorts of the South. For more than half a century the people of the South who have had the means and the leisure have been accustomed to divide their summers between the resorts of the North and some of the older ones of the South. In former years there was a regular migration with the on-coming of warm weather from the lowlands to the mountains. The plantation families or the dwellers in cities of the plains made the pilgrimage, enlivened with the change to out-of-door life on the route, and spent at least a month in some retreat like that of the old Greenbrier White or some of the lesser resorts whose name is now only a memory. Wealthy families from New Orleans or Mobile travelled by steamboat and in their private equipages overland to the heights of the Appalachian range, and there remained until the on-coming of cooler weather or continued their happy journey to Saratoga or one of the seaside resorts just in their beginnings. That was in the days before the railroads had made accessible and had aided in the development of many resorts which now rank with the best that the North has or ever had.

There are many distinct advantages possessed by these summer refuges. Though many of them have all the conveniences of table and appointments, they are still close to the wildness of the woods. Within the walk of a well-arranged hotel are magnificent stretches of scenery, opportunities for sportsmen and temptations to the invalid to woo health in close communion with nature. The winter migration from the North to Florida, Georgia, the Carolinas, Alabama and Louisiana has become a permanent fact in American life; but the South is not only an immense sanitarium for the winter, but also for the whole year. From Mason and Dixon's line clear into Alabama and to Georgia the Appalachian range forms unending lines of beauty. Not as bold as the Rockies, nor as sharply defined, perhaps, as the New England Mount Washington, the ranges of the Blue Ridge are yet most pleasing in their changing color under different skies, their sweeping forms, and, as they rise to North Carolina, their commanding elevations. Comparatively few persons realize that in Western North Carolina there are forty-three mountains more than 6000 feet high, towering above others ranging from 4000 feet down, and one of the chief attractions about these mountains is that they have nothing of the worn appearance of the better-known peaks of the East, but are full of pleasant surprises and give opportunity for ever-changing vistas to him who idles among them.

Moreover, the Appalachian range is really an immense mineral fountain. Medicinal waters, soothing to sufferers from minor ills and curative of long-standing diseases, either in the shape of a beverage or as a bath, gush from among the rocks at many points. The White Sulphur Springs in West Virginia, the Hot Springs, the Warm Springs, the Healing Springs in Bath county, the Old Sweet Springs, Rockbridge Alum in Virginia, the Hot Springs of North Carolina and others at Lincolnton and Shelby, N. C., Cross Hill, S. C., Sweet Water and Bowden, near Atlanta, are a few of the iron, chalybeate or sulphur springs belonging to the Virginias, the Carolinas, Tennessee and Georgia, situated in healthy places and surrounded by picturesque views which are attracting every year a greater number of visitors than before. To most of these springs direct railroad connection is had with the cities of the North, West and farther South, and each year finds improvements and additional attractions, none of which, however, mar the beauties which have been created by nature.

Typical of them all, perhaps, are those in the vicinity of Asheville, N. C. The development of that section as a health resort for both the summer and winter is largely due to the enterprise of the railroads and the delight of wealthy persons who have once visited it. The city of Asheville itself is a monument of the appreciation of the South as a sanitarium. Its population consists largely of tourists or of those persons who, once seeing it, have determined to make it their home for life. Nearby is the magnificent Biltmore estate, an attraction which casual visitors are permitted to enjoy. Then there is the Cloudland Hotel, on the top of Roan mountain, at an elevation of 6400 feet, and commanding a view of 50,000 miles of territory in seven States—the two Virginias, two Carolinas, Kentucky, Tennessee and Georgia. From this place there is an easy access by an excellent mountain turnpike to other resorts, such as Escoola Inn, at Linville, and the accommodations at Blowing Rock, where spring atmosphere seems to abide eternally. By another route one reaches Waynesville, filled with the healing odors of the fir and presenting points of advantage for observing magnificent views of cliff, valley and mountain stream, and the whole topped by Mount Mitchell, Grandfather, Roan and Clingman's Peak. Across the border lies the Lookout mountain, overhanging Chattanooga. Not far away is Chickamauga, which seems destined to be the place of attraction for thousands of hearts, if not of feet, during the coming summer. The very fact which has made Chickamauga a mobilization center for armies of the United States is that which will induce a large patronage of the Southern mountain resorts this year. No one can doubt that timidity on the part of many persons will lead them to select the mountains for their summer outing, instead of the seashore. The resorts along the coast will probably have a good business, but they must share to a greater extent than ever that business with the secure, health-giving, comfortable and picturesque resorts of the Appalachians.

Wool in the South.

Recent events have brought a powerful influence to bear on the future of the South. The overproduction of cotton and the deplorable condition of the market, with no prospects of an immediate revival, has convinced that section of the country below the Mason and Dixon line that its present population engaged in cotton growing cannot depend on that staple for an existence, to say nothing of extending the industry. The growing population of the South must find other occupations that cotton growing and its manufacture. As a result, the opening of new fields of industry, and the adoption of a more diversified system of farming, is now considered absolutely necessary. The sentiment of nearly every agricultural paper of standing in the South is that wool-growing can be made a profitable industry, and that farmers are overlooking an excellent opportunity by not stocking their farms with sheep.—The Wool Record.

To Attract Capital South.

Mr. J. T. Moffitt, of Messrs. Moffitt & Co., of Asheboro, N. C., in a letter to the Manufacturers' Record, says: "After carefully studying your inducements offered to Northern capital to come South for the manufacture of cotton, I have come to the conclusion that the chief inducement is the cheapness of labor, fuel, etc. This being true, there is no other place that I can think of that offers the advantages of Asheboro, N. C. Wood is now bought for from ninety cents to $1 per cord, and can be for a long time to come, as the supply is very great. It is the cheapest lumber market in the State, hence building can be done at a minimum cost. Women can be employed to work eleven hours per day at a cost of twenty-five cents. All the cotton for a 50,000-spindle mill can be bought at the door."

More Contracts to Southern Concerns.

In addition to the contracts given out by the government for supplies, etc., to Southern concerns, detailed in the Manufacturers' Record in its last issue, a number of others have also been awarded. The Gambrill Manufacturing Co., of Baltimore, which owns several of the largest flouring mills in Maryland, has received a second order for flour, which, it is stated, will aggregate nearly 30,000 barrels, and which will amount to over $100,000. Messrs. McGuire & Co., of the same city, are making 2300 tents out of Southern cotton duck, supplied by Messrs. Woodward, Baldwin & Co., of Baltimore. It is calculated that about 80,000 yards will be needed to fill the order. Another Baltimore firm, Messrs. Henry Muller & Co., have secured an order for 12,000 brooms to be used in the navy.

About 2,000,000 pounds of salt meats have been purchased from St. Louis firms, one amounting to 800,000 pounds being given to the Mound City Packing Co. In addition to this order, the Victoria Milling Co., also of St. Louis, has contracted to furnish 10,000 sacks of flour. These provisions will be used at the camps in the South.

The Davis Wagon Co., of Columbus, Ga., has a contract for fifty wagons for the War Department to hold equipage, supplies, etc. It is understood that this is the first of several orders which will be filled by the government. As the government requirements are very strict, the contract indicates that the wagons made by this company are of a superior character.

It is understood that the New Soddy Coal Co., which controls extensive deposits near Chattanooga, Tenn., is negotiating to furnish 15,000 tons for the use of the Navy Department. It is now filling an order of twenty-five carloads daily to be shipped to Tampa, Fla.

A Nation Born in a Day.

Under the above heading Richard H. Edmonds, editor of the Baltimore Manufacturers' Record, who has long been recognized as the most conscientious and painstaking student of Southern conditions, as well as the most influential advocate of the measures and policies calculated to promote the prosperity of the South, has just written an article full of wholesome food for thought to all imbued with a truly patriotic zeal. * * * In calling attention to how recent developments have silenced the cry that the rich have no patriotism, Mr. Edmonds sounds a note that will have a responsive echo all over the land, but especially in the South. Substantial people everywhere are gradually finding out that this, like most of the other populistic cries, is all sound and fury—nothing in it—in fact, is an insult to their intelligence. This is especially true in the South, where respect for property-rights is bred in the bone, and where the people, once brought to see the truth, may be relied on to sustain in all their integrity and in genuine Anglo-Saxon spirit the laws and institutions of the country.

It is the timely "pointing of a moral," the apt "adornment of a tale," that turns the tide of public sentiment when there is perplexity in the public mind. By the dissemination of such sound suggestions

and convincing truths as those above quoted, the Manufacturers' Record is rendering an invaluable service to the business interests of the whole country—a service all the more acceptable in the South because in thorough harmony with the deep-rooted principles and traditions of our people.—Staunton Daily News.

For Extended Markets.

We have started the cycle in which it will not do to sell stocks, and we think that current prices of securities will look absurdly low a year hence. The country was never in such shape as it is today, and there exists a real, solid basis upon which to upbuild values. Moreover, it looks as though the United States would soon depart from its original policy of confining itself within its own natural boundaries. An imperial policy is almost sure to be inaugurated, with all that that means. By this departure from our ancient prejudice, while we may have to suffer being plunged into the maelstrom of European politics, we shall gain enormously in trade and wealth. To the student of our industrial condition it is a well-established fact that extended and extensive foreign markets are what are most needed. The cotton manufacturing industry, for example, has outgrown domestic consumption and frets and chafes for additional outlets.—Boston Commercial Bulletin.

Literary Notes.

The second number of the University of Tennessee Record, published at Knoxville, Tenn., is largely devoted to announcements for the academic year 1898-99. In connection with these announcements there is an interesting paper on "Women in the University of Tennessee," tracing the development of opportunities for higher education of women in the South, with special reference to the facilities at the University of Tennessee. The paper truly states that the ideals of Southern girls are as high as those of any other section of the country, and that they have the strength to make them as real. No argument is necessary to convince the average parent that the children of today should receive the highest intellectual training possible, whether they are to be teachers in the schools or in the home, the cornerstone of civilization. A number of handsome half-tone engravings illustrate the buildings and the work of the university.

Word for Word and Letter for Letter. By Anthony J. Drexel Biddle. Publishers, Messrs. Gay & Bird, London, England, with illustrations by Edward Holloway. Price, seventy-five cents.

This is a romance which is one of the best books Mr. Biddle has ever written. He has been at work on it for two years. It is a biographical romance, touching upon the historic facts of the Madeira Islands, for which Mr. Biddle prepared himself in the study which first appeared some months ago in investigations which found expression in his volume entitled "The Madeira Islands." The romance moves rapidly with a decidedly romantic denouement, and is illustrated with several drawings by Edward Holloway. Drexel Biddle, of Philadelphia, is the American agent for the work.

The Chautauquan for June is made notable in a literary way by a number of scholarly papers, among which are "The Newspaper and Periodical Press of Germany," by Thomas B. Preston; a remarkably well-written article by Prof. William Cranston Lawton, of Adelphi College, entitled "The Influence of Latin Upon English;" the exciting incidents of a ballooning trip taken by Prof. T. S. C. Lowe, now of the Smithsonian Institution, during the civil war, entertainingly related by William Jones Rhees. Mary H. Krout's second illustrated paper on "The United States and Hawaii" is as convincing as the first.

Conklin's Manual. Publishers, Laird & Lee, Chicago. Price, twenty-five cents.

Laird & Lee have just issued an entirely new and improved edition of their famous household and office companion, "Conklin's Manual," in the German language (Conklin's Bequemes Hand Buch), 448 pages, with fifty colored maps, the Dingley tariff in full, and a well-classified mass of highly interesting information about the present war, the armies and navies of the belligerents, etc.; also, the German tariff, and statistics of the population, army and navy, industry and commerce under Emperor William's rule.

The Revenge of Lucas Helm. By Auguste Blondell. Publisher, Drexel Biddle, Philadelphia. Price, fifty cents.

This story originally appeared in the Revue Des Deux Mondes and is an authorized translation from the French of Auguste Blondell. The work of the translation, in addition to being a faithful interpretation of the author's language, is a specimen of beautiful English. The frontispiece is by Edward Holloway.

Shantytown Sketches. By Anthony J. Drexel Biddle. Publisher, Drexel Biddle, Philadelphia. Price, twenty-five cents.

The modest price of this publication—a new edition in red and black—places it within the reach of nearly everybody who desires material for a quarter of an hour's enjoyment. The sketches are in Irish, German and Negro dialect, and are illustrated by Clarence Snyder.

General Fitzhugh Lee, since returning from Havana, has written an article for the June number of McClure's Magazine, giving a general review of recent Spanish rule in Cuba as it presented itself to him in his own observations, experiences and impressions and in his official labors as consul-general at Havana. The article will be very fully illustrated from special photographs, most of them hitherto unpublished.

Duel With Destiny and Other Stories. By Edith Townsend Everett. Publisher, Drexel Biddle, Philadelphia. Price, seventy-five cents.

Mrs. Everett is recognized as one of the leading contributors to the daily press in the country, and these stories appeared originally in the Philadelphia Times. The stories are short, but living, and they are attractively issued in gilt and green.

The June Scribner, though made up on the eve of war, contains evidences of the impending calamity in several clear and serviceable war maps, which were inserted after the rest of the magazine had gone to press. Well-known writers and artists will depict actual phases of the war in succeeding issues. Arrangements have been made to cover the operations by land and sea.

Cassier's Magazine of illustrated engineering has in its June number the following articles: "The Ram in Modern War Fleets," "Modern Ships of War," "The Spanish Armada," "Some Practical Notes on American Battleships," "Battleships of the United States Navy" and "Mechanism of Modern Naval War."

"Accountics," a monthly magazine for business men, is publishing a series of articles on "Cost Accounts in Manufactures."

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

JAPAN AS A MARKET.

Chances There for Manufactures of America.

In a communication to a daily paper of Yokohama, Japan, Mr. W. R. Townsend, reviewing the opportunities for trade in the Orient, says:

"In a list of the bonded warehouse charges in Japan are the names of 193 articles which are imported into that country. About twenty-five of these are manufactured on the Pacific coast. Practically every one of these is produced in the Eastern States and Europe as cheap or cheaper. California can supply Japan with some of her requirements in leather, mechanical rubber, printing paper, provisions, canned fruits, meats and vegetables, wines and, occasionally, when wanted in a hurry, some article of machinery, but in these articles and in lumber and flour she must share the trade with Portland, Tacoma and Seattle, who have four competing lines of steamships and consequently cheaper freights. Japan is at present importing largely from America kerosene, cotton and cotton piece goods, wire and wire nails, locomotives, rails, pig, bar and sheet iron, coke, clocks, tobacco and cigarettes, bicycles, electrical and all other kinds of machinery, machines and tools. But what can the Pacific coast supply of these as manufactures or at manufacturer's first selling prices? Competition among merchants in the Orient is now as keen as anywhere, and while the few American houses in Japan and China would prefer to purchase from America, they have until recently been compelled to order 75 per cent. of their goods from England and Germany. I am glad to say, however, that the trade of the United States with Japan has taken rapid strides and must have doubled in 1897 over any previous year. The merit of our goods and of our machinery particularly is being recognized and appreciated. The Baldwin Works alone supplied 100 locomotives in 1897, over $1,000,000 worth, and the demand for electrical, wood and iron-working machinery and machine tools is rapidly on the increase.

"The prices of skilled labor and food products in Japan have probably doubled during the past year, and are still advancing. This is very materially helping the sale of our labor-saving machinery. It is feared by many American manufacturers that the present demand is merely for sample machines, and that great injury will result to our interests as soon as Japan has the facilities for copying and manufacturing our goods and machinery. There is certainly little or no protection under Japan's present laws on patents and trade-marks, but it will be a long time before she has the facilities and ability to successfully copy our intricate machinery and machine tools. They already make a few clumsy bicycles, gas and steam engines, electrical and other machinery, but the sale of ours grows rapidly, and this will continue, and, with the growth and development of the whole Orient, America will more than hold her own. The probable carving up by European powers of China in the near future and the opening up of that country by railroads, together with the railroad development of Siberia and Korea, will make new and larger markets for our products. There is no proposition before the American manufacturers more worthy their support than the proposed establishment of a permanent exhibition of American products and machinery at Shanghai by the Chinese-American Chamber of Commerce. There are many things about the export business which American manufacturers do not seem to understand, and this alone throws much trade to England and Germany. During the recent hard times in America there was a disposition to foster export business, but now that times are better at home there is a general indifference, and orders are even neglected and often entirely ignored. The volume of business to be done in the Orient in the next ten years is very large, and our manufacturers will do well to foster it now, as they may want it very badly one of these years. The English and German manufacturers and their export agents give great attention and go to considerable expense in supplying samples and in arranging codes for same, and go at once into all the particulars necessary to start business without the necessity of a year's correspondence. There are few American manufacturers whose letter-heads mention their cable address or the codes used, and, worst of all, a large percentage of them mail their letters with domestic postage only or insufficiently paid postage, causing their correspondents at the other end to pay double rates on the unpaid portion.

"There are three or four large American houses in Japan, representing possibly every line of American machinery and manufactures, and some of them carry stocks to a limited extent, but most of their business is in the line of taking orders by catalogue. Heretofore when they made a sale their profits were good, but they are handicapped by not having practical men in every line they represent, whereas most of the English and German houses are generally equipped with experts in all lines. During this past year America has sent over many special representatives, which has given the great impetus to our trade already mentioned, and there has been established in Japan one house carrying a large stock of machinery and tools of various kinds, with expert engineers in every line. While this field is now pretty well covered, there is still a demand for experts in various lines. There is, however, no room for any brokers. The Japanese merchants are anxious to do a direct business and thus avoid the profits of the foreign houses, but there are very few among them who understand the method or can put up a letter of credit, and only one or two native banks who issue these. It must be borne in mind that there are only 3000 to 4000 foreigners in Japan and only 500 or 600 American. The European will buy a home-made article every time in preference to anything American. While Japan has been and will continue to be in the near future America's best Oriental market, there is a much larger field in certain lines in China and Siberia. These are principally machinery, railway and track supplies, building material, provisions, flour and other food products. The Chinese are about to build thousands of miles of railways, and the Russians, who are hurrying forward their trans-Siberian line, will also build from Vladivostock through Korea to Chemulpo or some other open-in-winter ports and through Manchuria to Tientsin and Peking, also from Peking 1400 miles or more northwest over the great overland tea route to connect with their Siberian line near Lake Baikai. It is extremely difficult for foreigners to get a foothold in business in Siberia. They are not welcomed there, all the mercantile houses in Vladivostock being Russian or under Russian control, but Shanghai and Tient-

sin have enterprising European and American merchants and openings for others."

Commerce Follows the Flag.

Another journal to indorse the stand taken by the Manufacturers' Record relative to American commerce is the New York Stockholder, which says:

"It is not escaping attention that the end of hostilities may see this country actively engaged in getting back some of its lost prestige as a carrier of ocean freights. There can be little doubt that the lesson we shall learn will not be lost, as far as the navy is concerned. This will become a very popular arm of the government service, and with enthusiasm aroused over the position to be taken on the water officially, it will most naturally follow that the overflow which seems certain will take the shape of better commercial representation. In other words, the fostering of a mercantile marine more worthy of these United States will come with our increase of power on the sea with the establishment of such a navy as the growth of the country's interests demand.

"Expert opinion inclines that way, in spite of the fact that in many quarters the idea of anything aggressive on our part is cried down continuously and vociferously. Views taken abroad certainly look to great changes in the future when the present trouble is ended and we get our business heads to work again. One is that most important events may happen with regard to our merchant service, which may be expected to be recreated and to include many vessels of the largest and fastest class. 'In such a case,' says a contemporary across the water, 'it is certain that our English companies could not be left unaided to face such powerful competition.'"

Elevators at New Orleans.

According to a dispatch from New Orleans, the plans have been completed for the new elevator which the Illinois Central proposes to build in that city. It is understood that Messrs. James Stewart & Co., of St. Louis, will begin work at the building as soon as certain privileges desired by the company of the city are granted by the authorities. This elevator will be one of the largest in the South, and will greatly facilitate the railroad company's export business at New Orleans.

It is also understood that the New Orleans & Western Railroad Co. is considering the early beginning of work on additional improvements at Port Chalmette, near New Orleans, which, as already stated in the Manufacturers' Record, may include an elevator and more wharves. The company will probably build or purchase a steamboat for use in the navigable waters of the State, to be operated in connection with Port Chalmette.

Regarding the improvement at Port Chalmette, La., C. B. Van Nostrand, receiver of the company, is quoted as saying about $400,000 will be expended in all. The steamer referred to will be constructed of steel and especially adapted for carrying cotton. In addition to the wharves and elevator proposed, it is understood that the freight-yard capacity will be considerably enlarged, while a machine shop will be erected, also warehouses for storing cotton.

Sabine Pass Improvements.

According to a dispatch from Beaumont, Texas, General Manager W. G. Van Vleck, of the Southern Pacific system, has been examining the terminals of this line at Sabine Pass. Relative to the improvements to be made to handle freight and other business at this point, Mr. Van Vleck is quoted as saying:

"I have been authorized and will immediately spend a large sum of money in building terminals at the Pass, and I might say that the amount of money the Southern Pacific is going to spend would indicate that the company contemplates doing a considerable business through that port. It is also the intention to rebuild or reconstruct the road between Beaumont and Sabine Pass. Work in this direction has been under way for some time. The roadbed is to be ballasted and the present iron will be replaced with heavy steel. In fact, the improvements resulting from the Southern Pacific's deal at Sabine Pass will be extensive, and I am of the opinion that there will be no reason to complain at the amount of business the road will do out of Sabine Pass."

Manager Van Vleck states the railroad, slip and terminals would be in shape for business by the time the coming cotton season opened.

Exporting Oil in Bulk.

Few persons have any idea of the extent of the oil export business in bulk. The principal trade of this kind is carried on from Philadelphia, but Baltimore is now securing a large share. Recently in the harbor of Philadelphia alone there were thirteen steamers, fourteen sailing ships and eighteen barks loading crude and refined petroleum for delivery at foreign ports, principally European. The amount of oil that will be carried in these vessels is over 36,200,000 gallons. Of the vessels referred to, nine ships, with an aggregate capacity of 7,290,000 gallons, and nine barks, with an aggregate capacity of 7,270,000 gallons, will go to Japan, which has become within the past six months an extensive buyer of both crude and refined oils. The shipments are made from this country to Great Britain and the Continent, as well as Asiatic ports, one cargo recently being sent to the Island of Java.

Visited Port Arthur.

At an invitation from President A. E. Stilwell, of the Kansas City, Pittsburg & Gulf Railroad, a number of prominent business people of Galveston, Texas, recently made a trip to Port Arthur, the terminus of the line. The wharves in process of construction and all terminals were examined, as well as the city itself. The visitors were much impressed by the facilities for export offered, especially by the size of the ship canal connecting Port Arthur with the Gulf of Mexico, which is now in process of construction. It was stated that the railroad company would probably begin train service between Kansas City and Galveston direct, by way of its own system and the Gulf & Interstate Railroad, as soon as a number of improvements now being made to the latter are completed.

Improvements at Port Arthur.

A dispatch from Port Arthur, Texas, states that the Kansas City, Pittsburg & Gulf is rapidly pushing the work on the company's new elevator at Port Arthur, and expects to have it in operation by August 15. The contract for the erection of the building and necessary slips was let some weeks ago to the Bennett & Record Co., of Minneapolis, and ground has already been broken for the enterprise, which will be rapidly pushed towards completion. Two steam dredges are now at work on the canal, which will give the elevator connection with the Gulf, and will have it in readiness for vessels by the time the balance of the enterprise is completed. The capacity of the elevator will be 500,000 bushels.

For New Dry-Docks.

According to a Washington dispatch, the Navy Department is about to call for bids for a steel floating dock, capable of floating a ship of 15,000 tons, to cost $800,000, and to be located at New Orleans. This dock when completed will be one of the finest structures in the country. Provision for it was made in the naval appropriation bill, as a result of recommendations of the naval board, headed by Admiral Bunce.

The department is also looking forward to securing docks at other points. A board consisting of Admiral Ramsay, Engineer Asserson and Naval Constructor Linnard will go to Galveston and Sabine Pass, Texas, and points along Chesapeake bay with a view for recommending sites for docks. The board was authorized by the recent naval bill.

A Large Steamship.

The steamship Brazilia, which is in the service of the Hamburg-American Line, recently arrived at Baltimore with passengers and a miscellaneous cargo. The Brazilia is one of the largest, if not the largest steamship which has yet entered Baltimore harbor. She is a steel twin-screw steamer, with four cylinders, and a piston stroke of forty-eight inches. She has a capacity of 600,000 cubic feet. Her gross tonnage is 11,000 and net tonnage 8370. The vessel is 500 feet long, sixty-two feet nine inches beam, and has a depth of hold of thirty-four feet one inch. The vessel draws thirty feet of water when loaded.

May Enter New Orleans.

According to a dispatch from New Orleans, there is a possibility that that port will be made terminus with another line of steamship. It is the Munson Line, trading between New York and Cuba, Central America and Mexico. There are eight vessels in the fleet, but operations have been suspended on account of the war. It is expected that they will be utilized by the government in sending supplies to Cuba as soon as the island is occupied by American forces. New Orleans will probably be the port appointed to assemble the supplies in loading cargoes for the island.

Steel Rails for China.

United States Consul Ragsdale, of Tientsin, China, writes under date of March 26, 1898, enclosing a dispatch inviting tenders for the supply of 7000 tons of steel rails for the imperial railways of North China. He says that it is impossible for United States firms to enter proposals in time, but he believes that bids by cable will be considered. Even should this not be done, there is no doubt that any proposition from the United States manufacturers will pave the way for a consideration of their offers for future work in that line, a great deal of which is to be done.

Jottings at the Ports.

The keel for a new revenue cutter has been laid at the Columbian Iron Works, Baltimore, which the company expects to complete in a few months.

The Baltimore pineapple importers are continuing their trade with the Bahama Islands. Several schooners are used for this business, their owners taking the risk of being captured by war vessels.

A dispatch from Norfolk, Va., states that considerable of the work on Dismal Swamp canal has been completed, and it is expected to have the canal open to navigation in a few months. Workmen are now engaged in rebuilding locks on the canal.

One result of the war has been to cause an unusual demand for sailing vessels to supply coal for naval purposes. A large number of schooners which have been engaged in coasting trade are being utilized for this purpose and being loaded at Baltimore and Newport News.

The Merchants & Miners' Transportation Co. of Baltimore announces that its steamships will leave Baltimore for Providence and the East every Monday and Friday at 4 P. M. For Newport and Norfolk steamers will leave Sunday, Monday, Tuesday and Friday at 4 P. M.

The Baltimore Steam Packet Co., which had the misfortune to have most of its warehouses at Union Dock destroyed by fire, has succeeded in securing what is known as Seward fruit pier, which is located at foot of Mill street, in Baltimore, and is at one of the most convenient locations in the harbor. The pier gives improved facilities for unloading cargoes from the South, and can be regularly reached by wagons, while it is one of the stations of the Baltimore & Ohio Railroad. Although the fire did considerable damage, the facilities of the company for prompt service are such that steamers have arrived and departed regularly with but little delay. They leave Pier 10 Light street.

Equal to Durham Coke.

Mr. Henry S. Jenkins, president of the Jefferson Coal & Coke Co., Lewisburg, Ala., in a letter to the Manufacturers' Record, says:

"I note in your issue of May 6 an article on coal and coke shipments, in which you comment on shipments now being made by the Jefferson Coal & Coke Co., not Jefferson Coal & Railway Co., as you have it. This plant is owned entirely by Baltimore capitalists, the estate of my father, Joseph W. Jenkins, whom I represent, Messrs. Basil and Douglas Gordon, Mr. James Sloan, Jr., Mr. W. W. Spence and Mr. John Gill having fully nine-tenths of the interest therein. The plant itself is a reorganization of the old Mary Lee Coal Co., and is situated on its own railroad some six miles from Birmingham, at Lewisburg.

"In connection with this property at Lewisburg this company also operates the Watts mines, consisting of 12,000 acres of fine coal lands, near Warrior, Ala. Business at both mines is conducted almost exclusively on coke production, and there are coke ovens at both plants. At a large outlay there has been recently completed at the Lewisburg plant the largest and most up-to-date coal-washing plant south of the Connellsville district. It was built by Messrs. Stein & Boericke, of Philadelphia, and the results therefrom in the treatment of Alabama coal have been so successful that we are today making here a grade of coke that is fully equal to the best Connellsville and Durham (England) article, and far superior to any other coke made in Alabama. It is a coke made especially for high-grade foundry and smelting trade, and although our washing plant has been running but a few months, results therefrom are such that our coke output from both mines is largely oversold, the bulk of it going to Mexico.

"Inasmuch as the railroads are appreciating the increase in the shipments of coke to Mexico, Alabama is obtaining all-rail concessions that is enabling it in that way to get into Mexico, and I have no doubt that the increased traffic we are daily shipping will soon justify the railroads in making up a rate that will equalize prices we are now paying for water transportation from Mobile and Pensacola to Tampico, and thence by the Mexican railroads to the different interests."

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

The Southern Pacific at Sabine Pass.

The Sabine Pass (Texas) News, in discussing the reported decision of the Southern Pacific Railroad to make Sabine Pass an important terminal point for its road, as mentioned in the Manufacturers' Record of last week, says:

"In an interview had by the Galveston News a few days ago with the president of the Southern Pacific system, Mr. Huntington is reported as saying that there was some difference of opinion among the members of the Southern Pacific's family as to whether Galveston or Sabine Pass should be made the new and important Texas Gulf terminal of that system of roads and steamships. It is not strange that so important a port and city as Galveston should have friends in so prominent a family as the Southern Pacific. That the family has decided in favor of Sabine Pass is not so much an evidence that her friends were warmer than those of her larger and more influential rival as that they were equipped with the stronger arguments.

"Aside from her vastly greater wealth and population, Galveston, in the friendly contest for the Southern Pacific, had many points in her favor. Commerce and shipping have taken root and had a vigorous growth there, and business naturally attracts business. Galveston is a rich city, located on a good harbor, with the advantages of a large trade and the prestige that wealth and the well-settled channels of years of successful commerce always bring. In the rivalry between the ports of Galveston and Sabine Pass age, population, commerce and wealth have told and will count for much in favor of Galveston. This is natural, and it is right that it should be so. Against these the Pass marshals a better harbor, more good water-front and much cheaper wharfage and less hampered shipping facilities. It is these that won the prize in the contest for the Southern Pacific. That road already had a line here and was able to secure a superior water-front and ample terminals at a cost merely nominal compared with the cost of like accommodations at Galveston. Then, too, she was able to secure a large and commodious slip almost ready for the secure and economical accommodation of a half dozen steamers, and which would require months to construct from the beginning point.

"Taken all in all, it is the natural and logical conclusion of the matter that Sabine Pass should be what it now is—the Southern Pacific's great Gulf outlet and terminus. That this is the final conclusion of the Southern Pacific's family differences of opinion is no disparagement to Galveston. Sabine Pass is the most economical, and, therefore, natural point of exchange between the traffic of that road's great mileage and the carriers of the sea. And there's more to follow. What is now so plainly true of the Southern Pacific is equally true of other roads and other systems seeking the nearest outlet through the best harbor on the Gulf. We have no quarrel with and make no boast over Galveston. She can be a great mart and a prosperous city without the Southern Pacific. Sabine Pass congratulates herself that she is to come more rapidly to the front with it. Let's all prosper and be happy."

Alabama Coal for Louisiana.

The sugar planters and refiners of Louisiana have become much interested in the plan of the Southern Railway Co. to ship coal from the Alabama coal mines, and a party of them recently examined the facilities of the railroad company at Greenville, Miss., and also visited a number of the principal mines.

As a result of the visit of this party of inspection, it is stated that Louisiana refiners in future will give preference to Alabama coal for fuel. A representative of the coal company states that the river business via Greenville, Miss., has already amounted to 21,000 tons of coal for sugar plantations since January 1, and that, in addition to this, the association has supplied the river boats on the Mississippi with 2500 to 3000 tons of coal per month.

The members of the Western Alabama Coal Association are the Corona Coal & Coke Co., the American Coal & Coke Co. and the Virginia & Alabama Coal Co. The coal is mined at their mines in Walker county, and is transported on cars to Greenville by the Southern Railway, where it is screened and sent down the river to the sugar plantations by the Southern Railway's barge line.

Patriotic Railroad Men.

The following tribute in the Wheeling (W. Va.) Register to the patriotism of the employes of the Baltimore & Ohio Railroad is also true of railroad men in all portions of the South:

"The Baltimore & Ohio Railroad employes are a set of men who are patriotic to the backbone, and since the war begun they have shown their colors in many ways. The first to have themselves recognized was the trainmen, and this they did by decorating the cabooses with large flags, and a number of boys even enlisted in the National Guard. All along the line the decorations were noticed by everybody, and it made many people decorate their homes who live near the railroad. There are a great many men employed in the different departments, and they are not going to let everybody get ahead of them. This is only a sample of the way the B. & O. boys are showing their colors, and it is the intention to place flags on all the shops along the line."

Santa Fe Improvements.

The improvements along the line of the Gulf, Colorado & Santa Fe Railroad, recently referred to in the Manufacturers' Record, have cost fully $700,000. Most of the work has been done in Texas. The Santa Fe has substituted iron or stone masonry for over 400 wooden bridges and trestles along its route. According to the report of Chief Engineer Felt, the grade has been reduced at some points from seventy feet per mile to forty-seven feet per mile, enabling an increase of train load at least 33⅓ per cent. In time of heavy traffic this means a saving to the road of at least $2000 per month. Ricker, Lee & Co., of Galveston, Texas, had the work. The same firm, in conjunction with B. Lantry's Sons, of Kansas, have the reduction of grade between Cleburne and Temple, Texas. This trackage stretches over 100 miles, and it is estimated that $600,000 will be the amount required in order to complete it.

Railroad Notes.

L. Sevier has been appointed general freight agent of the Alabama Great Southern Railroad, succeeding T. F. Steele.

Hon. J. N. Camden, of Parkersburg, W. Va., and Clarence Cary have been appointed receivers for the West Virginia & Pittsburg Railroad.

A train of fifteen cars loaded with packing-house products was recently sent to Tampa, Fla., from Kansas City, Mo. The supplies were purchased by the government from Kansas City packers.

The Southern Railway hauled over eighty trains of troops from Chattanooga to Tampa, Fla., recently in a period of seven days. This is on an average of nearly twelve special trains a day, and all of them were handled without any mishap.

R. C. Perkins, general agent of the Mobile & Ohio Railroad, has appointed A. F. Barnett, late general freight agent of the New Orleans & Northeastern, to the position of contracting freight agent of the Mobile & Ohio, with headquarters in New Orleans.

At the annual meeting of the Delaware & Chesapeake Railroad Co., held at Easton, Md., the following officers were elected: President, Frank Thomson; secretary, John M. Harding; treasurer, Robert M. Smith. This road is a branch of the Pennsylvania system.

The Kansas City, Pittsburg & Gulf Railroad Co. is announced as joining the Southwestern Traffic Association. It is stated that the association has granted it the privilege of carrying Mexican business on its own terms, and that it entered the organization for this reason.

The Consolidated Railway Co., of Baltimore, has recently expended about $30,000 in improving the elevated railway along North street, in this city. It is intended to operate open cars, and the structure has been strengthened and additional safeguards placed where necessary.

Information about Cuba is highly prized these days, consequently the public in general will be glad to learn that the Plant system has issued a folder containing many valuable facts relative to the island. It is published by the passenger department, of which B. W. Wrenn, Savannah, is traffic manager.

The Southern Railway Co. has issued a finely illustrated and attractive book, in which reference is given to the natural beauties and advantages of the region penetrated by the Southern Railway and the healthfulness of Western North Carolina and adjacent regions. The book contains over sixty pictures of beautiful scenery in "The Land of the Sky."

The increase in business on Southern railroads is again shown by the earnings of the Louisville & Nashville Railroad for the second week in May. They aggregated $423,640, an increase of $49,000 over the preceding year. From July 1 to May 14, 1898, the earnings were $19,021,195, an increase over same period in 1896-97 of $1,250,635.

The Consolidated Railway Co., of Baltimore, is receiving a consignment of sixty new open cars, which were built by the Brownell Car Co., of St. Louis. The motors were furnished by the Westinghouse Company, and the trucks by the Baltimore Car Wheel Co. Twenty of the cars will be for use on the North-street line, and the remaining forty will be distributed among the other lines of the company.

According to a dispatch from Sedalia, Mo., a syndicate has secured the property of the Sedalia Railway & Light Co., paying $350,000 for it. This company owns a power and lighting station and about fifteen miles of street railway in the city. It is understood that the purchasers will rebuild the street railway, and will also make improvements to the power-house. New rolling stock may also be purchased for the line.

The Charleston & Seashore Railway Co., of Charleston, S. C., has nearly completed its electric line to Long Island, a summer resort on the Atlantic coast. It is stated that cars have been purchased for the service, and the road will be in operation by June 1. This road has been built largely by Baltimore capital. In fact, the entire street railway system of Charleston has been built principally by issues of bonds purchased by Baltimore investors.

A train loaded with vegetables, consisting of six cars and caboose, recently made a run over the Georgia Railroad of 171 miles in four hours. This included nine stops, aggregating forty-two minutes, making the exact running time three hours and eighteen minutes, or nearly fifty-two miles an hour. This is one of the best records ever made in the United States by a freight train, and shows the excellent condition of the Georgia Railroad and the power of its engines, which enables such speed to be made with safety.

The St. Louis Southwestern Railroad Co. has recently been connected with two feeders which will be of much benefit to it in securing traffic from Southern territory. Each feeder is about forty miles long, one connecting with it at McNeil, Ark., and the other at Stamps, Ark. The latter extends into Northern Louisiana, penetrating a very fertile section. It is believed that the completion of these lines will increase the business of Memphis, Tenn., as this city has given direct communication with the territory of which they are an outlet.

Tobacco in the South.

Tobacco raisers in Florida and other Southern States will be encouraged to increase the area of their plantations by the present situation. According to the statement of large manufacturers, the supply of Havana tobacco is the smallest for many years. The estimate of the crop from Cuba is between 600,000 and 700,000 bales annually. These are the figures in times of peace. For the last three years, however, it is claimed that the crop has been cut down to between 80,000 and 90,000 bales annually. Of this fully 75 per cent. is made up into cigarettes in Havana and other cities, consequently the amount left for export is insignificant as compared with five years ago. Prices have in some instances advanced 300 to 400 per cent. on certain grades of tobacco, while it is almost impossible to obtain any of what is known as the "old fine" grade in the market.

It has already been demonstrated that an excellent quality of tobacco can be grown in Southern Florida, where there is a large area adapted to its cultivation. In order to supply the demand of the Northern and Southern manufacturers, the planters will be forced to greatly increase their production, and it is probable that much higher prices will prevail.

The difficulty of exporting cigars and cigarettes from Cuba may also lead to the establishment of additional factories in Florida and extend this industry considerably in the Southern States.

Alabama's Mineral Outlook.

Prof. Eugene A. Smith, State geologist of Alabama and secretary of the Industrial Scientific Society of that State, reports as the production of minerals for the first quarter of the year: Coal, 1,696,637 tons; coke, 312,716 tons; pig iron, 254,080 tons; iron ore, 534,624 tons; limestone, 167,212 tons; lime, 35,814 barrels; bauxite, 2008 tons. It is estimated upon this basis that the production for the year will be 6,786,548 tons of coal; coke, 1,250,864 tons; pig iron, 1,016,320 tons; iron ore, 2,138,496 tons; limestone, 668,884 tons; lime, 143,256 barrels; bauxite, 8032 tons.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

A Tax on the Planter.

The Sabine Pass (Texas) News is not much impressed with the combination or trust that has been formed by the compress owners of the South to pool their interests in a joint fight against the round bale. It hits them rather savagely and says:

"Every improvement in any branch of the cotton industry, from planting to harvesting, and from picking to the gin; the bale, the transportation, the marketing and even through the factory and to the consumer's back, ought to be shared by the planter and the laborer. The improvement in the bale—the round-bale process—whereby a great saving is had at almost every step from the gin to the spindle, ought to and we believe will be of great profit to the farmer and planter. The round bale antagonizes other and large interests, it is true, but they are interests that live entirely off the waste and clumsiness of the old-fashioned bale and the defective mechanical processes by which it is made. The expensive compress, with all its waste in power, extra handling and middlemen, is just so much tax, paid in the end by the planter mainly, on crude and antiquated baling machinery. The American Cotton Co., whose main office is at 944 Monadnock Block, Chicago, Ill., manufacture a machine that will prove of immense value to the cotton planter and the South."

The Cotton Movement.

In his report for May 20, Secretary Henry G. Hester, of the New Orleans Cotton Exchange, states that the amount of cotton brought into sight during 262 days of the season was 10,680,265 bales, an increase over last year of 2,334,295 bales. Exports were 6,924,976 bales, an increase of 1,237,802 bales. Takings by Northern spinners, 2,176,543 bales, an increase of 550,313; by Southern spinners, 933,949, an increase of 50,157.

"Illogical and Impracticable."

Alluding to the report of the labor committee on the subject of the New England cotton mills, the Dry Goods Chronicle, of New York, says: "The findings of the committee are not astonishing, and its recommendations, particularly the one asking for a curtailment of Southern labor, seem illogical and impracticable."

Textile Notes.

It is stated that arrangements have been completed for the erection of a knitting, cotton and wooden mill, to cost $100,000, by Northern parties. The plant is to be located at Pittsburg, Texas.

The Victoria Cotton Mill, of Rock Hill, S. C., is putting in additional machinery, including eight new cards, new drawing, one No. 2 beater, 40-inch finisher, new spoolers, etc. The mill will be in operation by July 1.

The Crown Cotton Mills, of Dalton, Ga., has completed arrangements with the city of Dalton for an extra supply of water in order to insure the erection of its proposed additional mill, to which reference was made in this department last fall. It is intended to double the present mill, which has an equipment of 10,000 spindles and 256 looms.

The stockholders of the Cherokee Falls Manufacturing Co., of Blacksburg, S. C., held their annual meeting last week and received the reports of their managing officers. The reports were satisfactory. A semi-annual dividend of 3 per cent. was declared.

It is announced that the Weldon (N. C.) Oil Mill Co. is to build a substantial brick building, to be used for cotton ginning, and to be equipped with the latest-improved machinery for compressing cotton into round or cylindrical bales. It is announced that the ginning will be on a large scale, not only cotton being taken from the farmers, but seed cotton being largely bought on other markets. It is expected that the building will be equipped in time for the earliest cotton.

Condition of Iron and Steel Market.

Mr. Whiteford R. Cole, vice-president of the Sheffield Iron & Steel Co., of Alabama, in a recent interview relative to the effect of the present war on iron and steel, is quoted as saying:

"I believe that all the interests are now united in the belief that no bad effect will result. There has been a great deal of buying lately, and while this increased demand has not served to increase the price of iron to the producers, the impetus to the buying movement, along with the heavy inquiry as to stocks and the like, have added most strengthening and encouraging tone to the market. This increased demand and buying has not materially decreased the stocks of pig in the hands of the furnace people of the South, but it has decreased the amount of iron on hand with the consumers—or manufacturers. When I say that the stocks on hand with the furnaces have not been increased, I, of course, mean that they have not been increased appreciably; but, even if the stocks were increasing some, the fact that all the Southern furnaces are well sold ahead would have the effect of holding prices up. In the meantime, the stocks in the hands of the buyers are decreasing and, of course, this fact will also have a tendency to increase the strength of the market, in spite of the war, if the war should have a bad effect.

"So far as Southern pig iron is concerned, the principal consumption for war purposes would be in the shape of steel, and, therefore, the only dealings in which the South can participate to any material extent will be in the way of furnishing basic pig iron. So far there is only one company in the South that has a furnace that is making this character of iron, and that one is the Tennessee Coal, Iron & Railroad Co.

"The principal difference between Bessemer and basic pig iron is that the limit of the phosphorus in the basic pig is higher than in the Bessemer, and this enables the large majority of the Alabama furnaces to successfully manufacture the basic pig, as almost all of them use ores in which the phosphorus is too high for the manufacture of the Bessemer pig.

"So far as the iron industry in Alabama is concerned, one of the most pleasing developments lately has been in the way of exportation. This has greatly increased, and the beauty of it is that the exportation is made direct from the South. The exports from the Birmingham district are steadily growing, and it has been only about three years since this phase of the iron industry of the South has amounted to anything. I think the future has great things in store for our section and believe that the war will do us no harm."

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., May 24.

The cotton-oil market has further advanced since our last, together with increased trading, and is quite strong on the upward movement. The confidence of holders is increased, and, while summer yellow is now selling at 26 cents, the feeling that 30 cents will be reached is more pronounced. High-grade oils are even stronger than prime, the scarcity adding further interest thereto. Holders are therefore disinclined to sell even at present advanced prices. Lard is quoted at 6.37½, July delivery, Chicago. At this market an improved demand obtains for compound lard, both for foreign and home consumption, at the advanced price of 4⅝ to 4⅞ cents. City tallow is strong at 4 to 4⅛ cents, which represents an important advance for the week. Advices from abroad indicate that cotton-oil stocks are rapidly diminishing, and, with easier ocean freight rates, a period of activity in exports may be expected. Crude is very scarce here and prime is not obtainable at Atlantic coast points. It would look as if the improvement in prices is here to stay. Tallow, lard and provisions generally are in a good position, which, together with the limited quantity of cotton-oil stocks now available, and the protracted period which must elapse before new-crop oil appears, unmistakably indicate a further upward movement. Liverpool cotton oil is firm at 16s. 9d., but the decline in the cost of Egyptian seed may somewhat weaken the former market, however temporarily. Reports from the Valley are to the effect that Western compound-lard makers are offering 25 cents for prime yellow, loose, Chicago, as crude is practically unobtainable in the desired quantities. It is clear that holders look upon cotton oil as good property, and, in view of the promising outlook, offerings of all grades are limited. The following are closing prices: Crude, 22 cents; crude, loose, f. o. b. mills, 17 to 20 cents; summer yellow, prime, 26 cents; summer, off grades, nominal; yellow, butter grades, 28 to 29 cents; white, 31 to 32 cents; winter yellow, 31 to 32 cents; salad oil, 32 to 33 cents, and soap stock, ½c. to ⅝c. per pound. Receipts for the week are light, aggregating 2850 barrels, which includes through export shipments, and of the latter 11,500 barrels were shipped, more than half of which is destined for France.

Cake and Meal.—The mills are advancing their prices in view of the improved demand and comparatively light stocks. Reports from the United Kingdom are to the effect that decorticated cotton cakes remain very firm, and, with prospect of future short supplies, a rise in values may well be expected. Undecorticated cotton cakes are somewhat slower, probably due to easier seed. Prices of American cake have advanced in Liverpool to from £6 12s. 6d. to £7 per ton.

The movement in cottonseed products in New Orleans is light and the market quiet and steady, with a moderate export trade in cake and meal. Values are not materially changed. Receivers' prices are quoted as follows: Cottonseed, $7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal, jobbing per carload at depot, $17.50 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., $19.75; oilcake for export, $19.75 per long ton f. o. b.; crude cottonseed oil, at wholesale or for shipment, strictly prime oil, crude 16½ cents loose f. o. b. tanks at Mississippi Valley points; in barrels, 19 cents; cottonseed hulls, delivered per 100 pounds, according to location of mill, 12 to 17½ cents; linters, according to style and staple—A, 3½ cents; B, 3⅛ cents; C, 2⅝ to 3 cents; ashes, none; refined cottonseed oil, prime in barrels per gallon of wholesale or for shipment, 22 cents for export.

Iron Markets.

Cincinnati, O., May 21.

In the central district it can be said that the iron market is normal and healthy. No speculative excitement exists, consumers are buying to cover actual wants, and iron is going forward rapidly. The most marked activity exists in agricultural-implement and malleable lines. Persons well informed believe that the former will be unable to meet the demand, and any stock accumulated in previous years will be closed out. Many malleable concerns underestimated their requirements and have been obliged to place additional orders for round lots of iron.

The demand is general for small lots of all kinds of iron for early delivery. A hopeful sign is the advance of twenty-five cents per ton made by one prominent Southern producer because of a well-filled order-book.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	$9 75@	$10 00
Southern coke, No. 2 foundry	9 50@	9 75
Southern coke, No. 3 foundry	9 25@	9 45
Southern coke, No. 4 & G. F..	8 75@	9 00
Southern coke, mottled.....	8 75@	9 00
Southern coke, No. 1 soft....	9 75@	10 00
Southern coke, No. 2 soft....	9 50@	9 75
Belfont coke, No. 1, Lake Sup.	11 00@	11 50
Belfont coke, No. 2, Lake Sup.	10 50@	10 75
Hanging Rock charcoal, No. 1.	14 50@	15 50
Tennessee charcoal, No. 1....	12 50@	13 00
Jackson Co. silvery No. 1....	12 00@	12 50
Standard Georgia car-wheel..	14 25@	15 00

New York, N. Y., May 21.

The trade in the East has been rather quiet during the past week, and while sales have not actually declined, there is an inclination to be conservative in branching out. The marked tonnage in grain has had considerable to do with raising the prices of freights beyond the possible shipping point for export of such a material as pig iron. The business seems to have developed more largely in the West.

We quote for cash f. o. b. New York:

No. 1 X standard Alabama...	$10 75@	11 00
No. 2 X standard Alabama...	10 50@	10 75
No. 1 X lake ore coke iron....	12 50@	12 75
No. 2 lake ore coke iron....	12 00@	12 25
Niagara coke malleable.....	12 00@	12 25
Rome (Ga.) charcoal.....	15 00@	15 50
Hinkle L. S. charcoal.....	13 00@	13 50

Philadelphia, Pa., May 21.

Shipments of all kinds of pig iron continue heavy. Sales this week have been made in a widely scattered territory, but not for very large amounts. Pulaski furnace in Virginia has met with an accident and will be out of blast some time. Dunbar furnace in this State has decided not to make any more iron until better prices can be realized. It seems that the slight weakness noticed during the past two weeks in Bessemer was caused by offerings of outside lots which have been pretty well taken up. This has caused the regular sellers to remain firm in regard to prices for early summer delivery.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	——@	$11 00
No. 2 X standard Alabama...	——@	10 55
No. 1 X lake ore coke iron...	——@	11 75
No. 2 X lake ore coke iron...	——@	11 25
Lake Superior charcoal.....	——@	13 25
Standard Georgia C. C.....	——@	15 50

ROGERS, BROWN & CO.

The Louisville Commercial Club has elected Edward H. Bacon, president; W. R. Beltknap and R. W. Knott, vice-presidents; T. G. Watkins, Logan C. Murray, W. L. Lyons, J. J. Saunders and W. B. Lucas, directors.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., May 26.

There is a fairly active demand in most departments of the local lumber industry and a rather more healthy tone prevails throughout the general market for wood products. Receipts of yellow-pine lumber, as well as of other woods, are only moderate, and stocks on hand are considered fully ample for the current volume of business. During the past week there has been a fair inquiry for air-dried yellow-pine lumber and prices still are firm for desirable material. Box lumber and flooring are in good request and sales during the week have been better in this particular line. The demand for kiln-dried North Carolina yellow pine continues, both for the home and foreign trade. There is a good business in white pine and the market is firmer, values for the better grades showing an advance. Stocks are not excessive, and, with receipts moderate, the assortment is good. In hardwoods there is very little change to note, there being a fair demand both from local and out-of-town buyers. The export business is somewhat restricted by excessive freight rates, and shipments going forward are mostly to fill orders taken some weeks ago.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE	
5-4x10 No. 2, kiln dried	$12 50@ 13 50
5-4x12 No. 2, kiln dried	14 00@ 15 00
4-4x10 No. 1, kiln dried	15 00@ 15 50
4-4x12 No. 1, kiln dried	15 00@ 16 00
4-4 nar. edge, No. 1, kiln dried	12 50@ 14 00
4-4 wide edge, No. 1, kiln dried	17 50@ 18 50
6-4x10 & 12, No. 1, kiln dried	23 00@ 24 00
4-4 No. 1 edge floor., air dried	12 00@ 13 00
4-4 No. 2 edge floor., air dried	10 00@ 11 00
4-4 No. 1 12-in. stock, air dried	15 00@ 16 00
4-4 No. 2 12-inch stock	12 50@ 13 50
4-4 edge box or rough wide	8 00@ 8 50
4-4 edge box do. (ord. widths)	7 50@ 8 00
4-4 12-inch rough	10 00@ 10 50
¾ narrow edge	6 00@ 7 00
¾ wide	7 00@ 8 00
¾x9½ and 10¼-inch	8 00@ 9 00
Small joists, 2½—12, 14 and 16 long	8 00@ 8 50
Large joists, 3—16 long and up	8 00@ 9 00
Scantling, 2x3, 2x4 and 3x4	7 50@ 8 50
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4	$47 00@ 48 00
3d clear, 4-4, 5-4, 6-4 and 8-4	42 00@ 43 00
Good edge culls	14 50@ 15 50
Good stock	16 50@ 17 50
CYPRESS.	
4-4x6, No. 1	$19 00@ 20 00
4-4x6, No. 2	13 00@ 14 00
4-4x6, 16 feet, fencing	10 00@ 11 00
4-4x6, rough	8 50@ 9 00
4-4 rough edge	8 00@ 8 50
4-4 edge, No. 1	16 00@ 17 00
4-4 edge, No. 2	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2	25 00@ 29 50
Gulf, 6-4, Nos. 1 and 2	28 00@ 30 00
HARDWOODS—WALNUT.	
5-8, Nos. 1 and 2	$65 00@ 75 00
4-4, Nos. 1 and 2	80 00@ 90 00
5-4, 6-4 and 8-4	85 00@ 95 00
Newell stuff, clear of heart	85 00@100 00
Culls	20 00@ 30 00
OAK.	
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4	$30 00@ 34 00
Quartered white Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4	53 00@ 55 00
Culls	10 00@ 15 00
POPLAR.	
Nos. 1 and 2, 5-8	$24 50@ 25 50
Nos. 1 and 2, 4-4	28 00@ 30 00
Nos 1 and 2, 6 and 8-4	32 50@ 33 50
Culls	11 50@ 12 50
SHINGLES.	
Cypr., No. 1 h'rts, sawed, 6x20	$6 50@ 7 25
No. 1 saps, sawed, 6x20	4 75@ 5 00
No. 1 hearts, shaved, 6x20	6 00@ 7 00
No. 1 saps, shaved, 6x20	4 75@ ——
LATHS.	
White pine	$2 00@ 2 10
Spruce	2 10@ 2 15
Cypress	1 50@ 1 60

Norfolk.

[From our own Correspondent.]
Norfolk, Va., May 23.

The war now in progress seems to have only a slight effect on the general trade of this port, and in almost every avenue of the industry in wood products there is a fairly active movement. It is true that in some instances there has been a restriction in orders, but the movement so far has been of sufficient volume to keep the output of mills up to their usual standard. The general export business of this port for the past week shows an improvement over the corresponding week last year, thirteen vessels entering, aggregating 21,136 tons, and eleven vessels clearing, aggregating 17,137 tons. The foreign demand for lumber and other wood products continues fair, and although freight rates are advanced, the value of exports of lumber, logs, etc., for April amounted to $135,516. A good demand for North Carolina yellow pine is recorded at the moment, and some large orders for foreign account were filed last week. The domestic demand for lumber also shows up better, while the coastwise business is improving as freights decline and risk of capture by Spanish vessels becomes lessened. There is at present an active inquiry for box lumber and prices have materially improved during the last thirty days. The better grades are also in good request, 4-4 and 5-4, Nos. 1 and 2, being rather scarce at present. Prices throughout the general list are all very firm and advancing and the demand is sufficient to keep mills sawing regularly both here and at interior milling points. The local demand from builders and others is now quite a feature and large quantities of lumber and timber are being absorbed for buildings and other improvements. Plaining mills are enjoying a fair trade, with a corresponding improvement in prices, and, in fact, all woodworking concerns here are busy. Shipments last week to Northern ports were good and rates on lumber are about steady, with quotations $2.25 to $2.35 per thousand for lumber to New York and Sound ports and $3 to Boston. The schooner Emma D. Endicott was chartered last week to load lumber here for New York at $2.35 per thousand.

Savannah.

[From our own Correspondent.]
Savannah, Ga., May 23.

The movement throughout the various channels of the lumber market at this and nearby Georgia ports continues to show considerable activity and the demand for material is more pronounced under lower rates of freight. The Ocean Steamship Co. and the Merchants & Miners' Transportation Co. are carrying out their usual shipments of lumber, and the offering of sail vessels is more liberal, several charters having been closed during the past week. At all milling sections throughout the southern portion of the State the various saw mills are running up to their full capacity, with no lack of orders at ruling prices. Stocks of lumber during the month of June will likely become depleted, with the prospect of heavier shipments, both by sail and steamer. Freight rates on lumber by sailing vessels are now quoted at $4.50 to $6.25 for a range including Baltimore and Portland, Me. Among the charters reported last week in New York were the following: Schooner J. G. Schmidt, 450 tons, from Savannah to Philadelphia with lumber at $5.50, coal out at 80 cents; schooners E. B. Douglass, 1040 tons, and W. W. Converse, 655 tons, from Brunswick to New York with railroad ties at or about 16½ cents; schooner Sadie G. Sumner, 587 tons, from St. Simons to New York with lumber at $5.12½; brig Havilah, 462 tons, same at $5.25; bark Amita, 496 tons, same, with ties at 18 cents, and schooner Norman, 299 tons, from Brunswick to Philadelphia with lumber on private terms. During the past week steamers to New York cleared with over 500,000 feet of pitch-pine lumber, Baltimore steamers 725,000 feet, and Boston steamers about 250,000 feet. The schooner Mary F. Godfrey cleared for Portland, Me., with 324,389 feet of pitch-pine lumber, and the schooner Ida Lawrence for Baltimore with 380,000 feet, both cargoes by E. B. Hunting & Co.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., May 23.

With all that has been written concerning the falling off in the coastwise lumber trade the situation here today, as reflected by the custom-house record of the port, indicates a heavy business for the present month. The exports of lumber and other wood products during April were larger than usual, and so far this month shipments have been about up to the average. The total exports of lumber from this port up to May 15 amounted to 4,785,653 feet, of which 1,038,000 feet was foreign. Of crossties, 13,600 were shipped, and of shingles, 2,460,000, all to Northern ports. Nineteen vessels have cleared and sixteen entered the port, and so far this month the tonnage of the foreign entries exceeds that of the foreign entries for the entire month of April by 350, and of clearances by 443. The situation here in all wood products is more satisfactory to manufacturers and others engaged in the industry, while the market today is firm, with prices hardening and the demand taxing mills to their utmost capacity. There are a number of vessels due to arrive during this and next week, and as rates of freight have declined vessels are more plenty, owners being satisfied to charter tonnage, as the risk of capture is now reduced to a minimum. Several charters were made in New York last week at $5.50 to $5.75. The schooner Nokomis was chartered in New York on the 21st to load lumber here for that city at $5.75, option Albany at $6 and towage, general cargo out current rates. Stocks at this point are not accumulating and mills will hereafter, if vessels can be had, clean out their stocks. The better grades of lumber are in good request and very little inferior lumber is being cut. The schooner A. B. Sherman is here loading with lumber for a Northern port. The Norwegian bark Maraville cleared last week for Liverpool with 310,343 feet of boards, deals and plank and 160,929 feet of joists and scantling.

Lumber Notes.

The Jackson Planing Mill, at Dublin, Ga., was destroyed by fire on the 16th inst. The loss is estimated at $2700, with about $1700 insurance.

The barge John R. King, which had about completed loading a cargo of lumber at Norfolk, was destroyed by fire last week at Burton's Point, in the south branch of the Elizabeth river. The cargo was fully insured and owned by the Tunis Lumber Co.

The Milburn Wagon Co. has received another order from the government for 434 wagons of the same size as the 1000 ordered last week. The branch at Chattanooga is now working up to its full capacity. The company is turning out over 100 wagons a day.

The Burton Lumber Co., of Dallas, Texas, was chartered last week with a capital stock of $20,000. The incorporators are Willard Burton and Paul Waples, of Fort Worth; E. H. Lingo, of Denison, and S. P. Darnell and F. W. Murphy, of Dallas.

A large force of men is now engaged in Kent county, Maryland, cutting willows under a contract with the Dupont Powder Co., of Delaware. Willow wood from all parts of the county will be secured, as the charcoal produced from this wood is of fine grain, soft and easily pulverized.

During the week ending the 14th inst. there was shipped from the port of Darien, Ga., coastwise and foreign, 3,089,550 feet of timber and lumber valued at $31,183. Receipts of lumber and timber have been heavy during the present month, but tonnage is scarce and shipments consequently light.

It is stated that Col. George W. Burkitt, tie contractor for the International & Great Northern Railway, has a large force of men engaged in getting out ties along the Trinity river, and a steamer is engaged delivering the ties to Riverside, Texas, and other points where the railway touches the Trinity.

It is stated that Stephen D. Stokely, purchasing agent for the Hardwood Lumber Co., of Chattanooga, Tenn., and the Union Hardwood Co., of Hot Springs, N. C., has just closed a deal for a large and valuable tract of timber land near Bristol, Tenn. Mills will be operated and the lumber manufactured will be marketed via Bristol.

A charter was granted last week to the Appalachian Land & Lumber Co., of Murphy, Cherokee county, North Carolina. Its capital stock is $60,000, and the incorporators are J. E. McCoy, W. C. Gilmer, Louis Feinler, C. P. Ross and W. H. Wells. The company proposes to manufacture lumber, buy and sell timber and mineral lands, erect mills and conduct a general lumber and mining business.

Among the shipments of wood products last week from Pensacola, Fla., the following were reported: American schooner Charles L. Davenport for Philadelphia with 700,000 feet of pitch-pine railroad ties; steamship Roddam for Greenock with 1,437,396 superficial feet of sawn timber and 41,450 feet of deals, and the American schooner John R. Bergen for New York with 585,000 feet of pitch-pine railroad ties.

Mr. R. B. Blanks, president of the Merchants and Farmers' Bank of Monroe, La., purchased last week the entire plant of the Wordworth Lumber Co. for $80,000, and with that sum, it is said, a large part of the indebtedness of the company will be settled. Mr. Blanks has since sold the plant, together with a smaller plant formerly owned by the Sheets Lumber Co., to the Eau Claire-St. Louis Lumber Co., of St. Louis, Mo., for $100,000, exclusive of the lumber and saw logs of the latter plant. The new owner started up both plants on Monday last.

Lumber freight rates from South Atlantic and Gulf ports still show a lower tendency and charters closed during the week show that they are getting down to normal figures on the Atlantic coast. Charters reported in New York last week were at the following figures: British steamer from Pensacola to the United Kingdom with sawn timber at 135s., option Continent at 140s.; West Bay to west coast of England or east coast of Ireland with deals at 54s. 3d.; sail vessels from St. Simons and Brunswick to New York with lumber at $5.12½ and $5.25, and ties at 16½ to 18 cents; Savannah to Philadelphia with lumber at $5.50; Jacksonville to New York, $5.75, option Albany $6; Wilmington, N. C., to New York or Sound, $4, option Lynn or Salem $4.25, and Norfolk to New York, $2.35.

The Builders' Exchange of Baltimore is endeavoring to secure the co-operation of the city authorities for the establishment of a local bureau of information for the purpose of exploiting Baltimore's opportunities for manufacturing.

MECHANICAL.

Artificial Ice Refrigeration.

It is of course true that the action of all refrigerating machines depends upon well-defined laws of nature that govern in all cases. It matters not what refrigerating agent may be employed, the principle being the same in all cases, but while processes may vary, the properties of the particular agent and especially the manner of its use affects the efficiency or economic results obtained.

Artificial cold (and consequently ice) may be most readily produced by the evaporation of a more or less volatile liquid. In the first years of the artificial production of ice this liquid was usually water. But as only one-tenth of the amount of water used was converted into ice, the pioneers in ice manufacture sought and soon found a liquid that served the purposes of their machinery to much better advantage, namely, liquefied sulphurous acid and liquefied ammonia. These substances being gaseous at ordinary temperatures, they are very suitable for maintaining a vacuum in refrigerating apparatus.

The ammonia ice machines have come to be the ones in most general use, and a large number of them have given satisfaction to users throughout this country for years.

The liquefied ammonia is so arranged that it expands in coils of pipe, which latter are placed in tanks filled with brine, which reduces the temperature of the brine to a point below the freezing point of water, and galvanized iron tanks full of water being placed in these tanks, the natural consequence is blocks of ice. These blocks of ice are readily detached from the inside of the tanks by a liberal use of hot water to the tanks' exteriors, and the ice is then ready for the consumer. Many ice-manufacturing plants employ distilled or artesian water in order to produce ice of the best quality, although other supplies are used in many cases to advantage.

American machinists have been as successful in this branch of the machinery business as they are found to be in anything they undertake, and there are a number of ice machines on our market that have been found to combine the qualities demanded in a successful money-making business.

Durability, reliability and economy of operation are prime factors in the ice manufacturing business, and those contemplating engaging in it will find it to their advantage to give these points careful consideration when they are about to make contracts for ice plants.

Among the prominent American builders of many years' experience may be mentioned the firm of John Featherstone's Sons, of Chicago.

Gutter-Beading Machine.

A new gutter-beading machine has been recently introduced by the Niagara Machine and Tool Works, of Buffalo, N. Y.

GUTTER-BEADING MACHINE.

This machine, here illustrated, has the advantage that rods of any diameter between three-eighths-inch and three-quarters-inch can be used in the same machine. The rods have bearing the entire length, and adjustment can be made for varying thicknesses of material, which will enable the operator to do better work. The machine is set for rods of various sizes by adjusting the two thumbscrews. With special rods taper beads can be produced. These gutter beaders are made of various lengths from thirty inches to ninety-six inches. Further particulars can be obtained by addressing the maker.

Six-Roll Triple-Cylinder Surfacer

This machine, which is faithfully portrayed in the accompanying engraving, is one that meets the demand for a very heavy surfacer, with roll feed, that is capable of surfacing very smoothly and with great exactness not only heavy material, but very thin stock. In this machine are new features that a long experience has suggested as desirable where great durability, convenience of adjustments, powerful feed and fine finishing of material are demanded. The machine will plane thirty inches wide and either six or twelve inches thick, as desired.

The framing is of ample proportions and massive to support the working parts, made with plate sides and heavy girts properly joined and bolted. The feeding rolls are six in number, eight inches in diameter, and the upper rolls before the cut are divided and weighted above, and levers in convenient reach of the operator permit of lifting the first pair of rolls for a heavy cut. They are connected by heavy expansion gearing at each end and with outside expansion links. The lower rolls are adjustable and held in position by a positive lock. The roller screws are carried on ball bearings.

The feed consists of three speeds—forty, sixty and eighty feet per minute, and it can be changed instantly. A binder is provided for tightening the belt on either feed. All feed gears are on shafts extending across the machine and run in self-oiling bearings.

The cylinders are made from a fine quality of crucible steel forgings. The first upper cylinder has journals two and seven-sixteenths inches in diameter, and is supported in long, self-oiling bearings yoked together. Outside raising screws carried on ball bearings and operated by spiral gears are provided for varying the position of cylinder to suit material being worked. The pressure-bars before the cut are divided and have pony rolls for easily raising them for a heavy cut, and they are adjustable to and from the cut. The bar after the cut extends across the length of the head and has independent vertical adjustment to suit the cut.

The lower cylinder is carried in a heavy frame arranged to draw out for convenience in sharpening and adjusting knives. The bar after this cylinder is adjustable in every required direction, and is arranged to draw out with the cylinder. The cylinder frame has a vertical adjustment and held rigidly in position by heavy bolts. The bed-plate under the first upper cylinder forms the chip-breaker before the cut of the lower cylinder. The pressure-bar over the lower cylinder can be instantly swung over to get to it.

The second upper cylinder has two-and-one-quarter-inch journals and runs in long, self-oiling bearings yoked together; has outside raising screws on ball bearings, and pressure-bars before and after the cut that are adjustable. The bed-plate has a vertical adjustment to compensate for the variation in the cut of the lower cylinder.

A new and novel binder is provided for instantly taking up the stretch of the cylinder belts, which permits the use of endless belts.

A countershaft is provided, which has 16x12½-inch tight and loose pulleys, and should make 900 revolutions.

The builders of the machine are Messrs. J. A. Fay & Co., 267 to 285 Front street, Cincinnati, O.

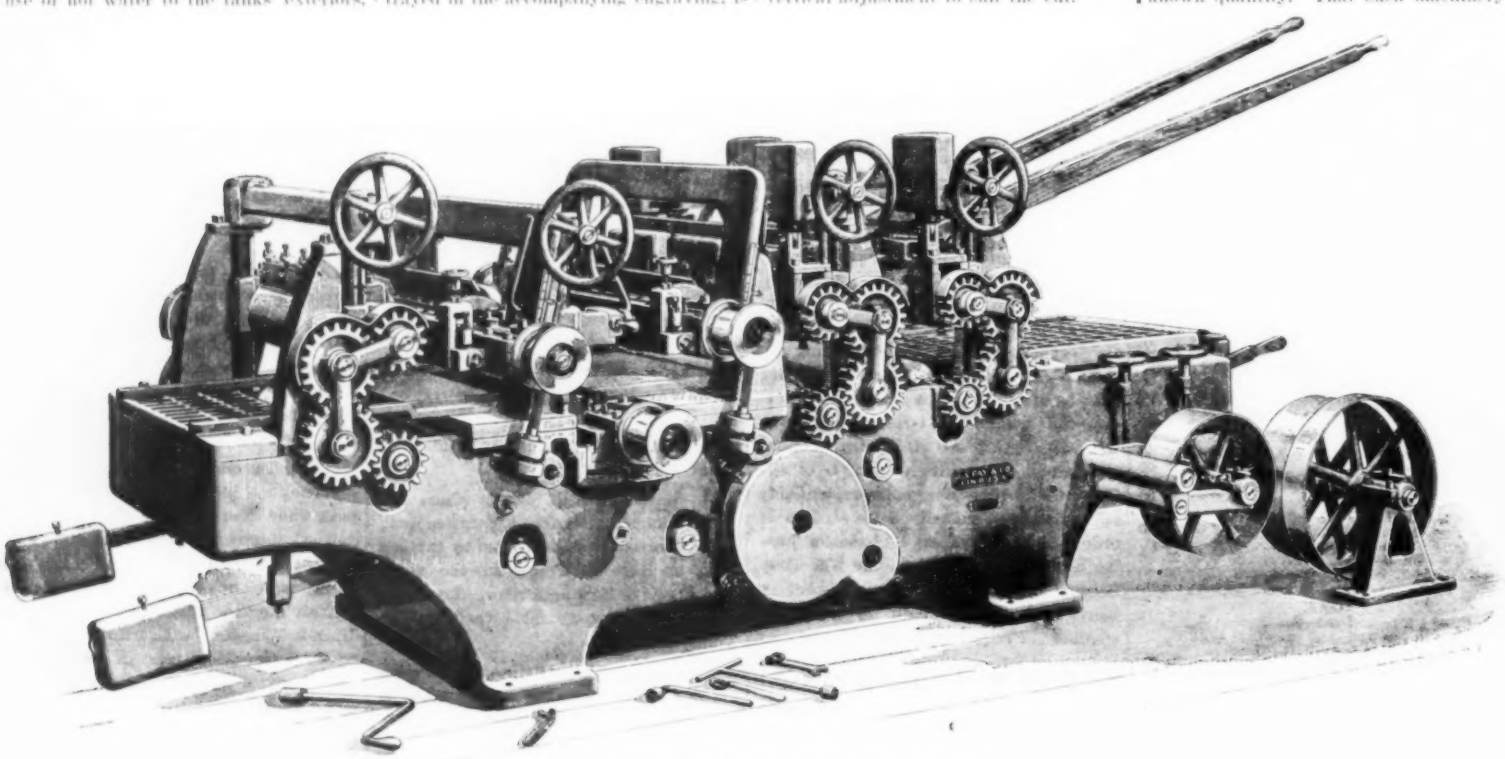
Counterfeit Marine Engines.

It not infrequently happens that ordinary "manufactured" vertical stationary engines are stripped of their base, balance and pulley-wheel, governor, etc., and, with a reversing gear substituted, are offered the unsuspecting buyer as a "Marine engine," although for obvious reasons this does not apply to large sizes or to experienced buyers.

The "counterfeits" are easily detected, even from an engraving or from the usual details of construction that any buyer can fairly insist upon having before ordering. For instance, "bottle-shape" frames, with crankshafts propped up high, rendering it difficult (size considered) to fasten the engine firmly in position or keep it "lined up," and practically impossible to prevent excessive vibration; while as to accurate counterbalancing, suitable steam passages for high pressure and resultant piston travel, adjustments for taking up the wear, etc., they all appear to be an unknown quantity. That such machinery, though short-lived, is troublesome during its existence is manifest.

Next in importance to the design of a genuine Marine engine is the proportions of the working parts, such as crank, crankpin, connecting rod, etc. The better grade have the crankshafts slotted out from the solid steel forgings, including counterbalance and coupling flange, in one solid continuous piece, no "building up" or bolting on of any part.

All wear on reversing link, link-block



SIX-ROLL TRIPLE-CYLINDER SURFACING MACHINE.

and link-knuckles should be adjustable, every one of these adjustments being of value to the user on any reversing gear. Additional value is gained by having the quadrant made double, with the locomotive reverse-lever working in the center, attached by double connection on each side of the link-block, and thus preventing lateral strain.

Although a customer may in good faith accept (along with a low price) a statement that "those little features are of no benefit except to talk on," the engine which lacks them enters a noisy protest before its first season closes and earnestly begs to be run slow, just at a period, by the way, when its "well-put-up" neighbor is doing double duty without a murmur and making that little saving in first cost appear somewhat irritating.

Even a poorly-built engine in bad condition will be forced to run if enough steam and engineering talent is applied, but between merely keeping in motion and high efficiency there is a wide margin.

Those of our readers who contemplate the purchase of machinery such as referred to will find it to their advantage to have the shaft, thrust-bearing, stern-bearing, stern tube, stuffing-box and propeller-wheel made by the engine builder, so that all parts will harmonize.

Bundy Exhaust Head.

The "Bundy" exhaust-pipe head here represented is made of heavy iron and is so constructed as to cause the steam in passing to change its direction three times without causing, it is claimed, any back pressure upon the engine. The three cylindrical shells of which the head is composed are placed one within the other, and each is of greater area than the one next inside, that full capacity be given throughout, with the element of friction added.

There is no crimping of the iron, with

BUNDY EXHAUST HEAD.

its incident weakening at the point where the scale is necessarily broken, and as a result the head is likely to be of long life without any liability of repairs.

For further information address the A. A. Griffing Iron Co., the manufacturer, at its offices, 66-68 Centre street, New York, N. Y.; 177-179 Fort Hill Square, Boston, Mass., or 702 Arch street, Philadelphia, Pa., or to the works and general offices, Jersey City, N. J. Illustrated book mailed on application.

The city of Eastman, Ga., has issued an attractive pamphlet illustrating the agricultural, manufacturing and educational advantages of the city.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., May 26.

The tone of trade in the local phosphate market continues fairly active, in sympathy with the improvement in other fertilizer ingredients. Manufacturers have been buying more freely during the past week and there is some demand from out-of-town buyers. At points of production business has been somewhat restricted for want of desirable tonnage at lower freight rates. The outlook, however, at the moment is better and there is a more liberal offering of tonnage at easier rates. Charters were made in New York last week at the following figures: British steamer Winnie, 1583 tons, from Fernandina to Rotterdam or Newcastle with phosphate rock at 23s. one port, 24s. if two, option La Pallice 24s., June; three schooners, 516, 522 and 790 tons, from Charleston to Baltimore with phosphate rock on private terms; schooner Martha F. Thomas, 750 tons, from Tampa to Cartaret with phosphate rock at $1.90. The market in South Carolina is steady, with a better demand for coastwise shipments and crude rock quoted at $3 at mines, hot-air-dried $3.25 f. o. b. Ashley River and $3.45 Charleston city. The movement in Florida is of the usual volume prevailing the past sixty days, while shipments from the ports show very little improvement. In Tennessee there is considerable activity, and at Mount Pleasant shipments have been very large during the present month. Prices are steady at $1.45 to $1.55 f. o. b. Mount Pleasant.

Fertilizer Ingredients.

An active demand for animal ammoniates continues and the market is firm, with prices unchanged. The demand comes mostly from the East and West, there being as yet very little Southern inquiry. Trade in sulphate of ammonia is quiet, while the market in London is reported firmer on a better Continental inquiry. There is some demand for nitrate of soda and values continue firm and unchanged.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 45	@	——
Nitrate of soda	2 75	@	3 00
Blood	1 85	@	1 90
Hoof meal	1 65	@	——
Azotine (beef)	1 95	@	2 00
Azotine (pork)	1 95	@	2 00
Tankage (concentrated)	1 75	@	——
Tankage (9 and 20)	1 85		and 10
Tankage (7 and 30)	15 50	@	16 00
Fish (dry)	20 00	@	——
Fish (acid)	12 00	@	——

Phosphate and Fertilizer Notes.

The board of directors of the Virginia-Carolina Chemical Co., at Richmond, declared a dividend on the 17th inst. of 1 per cent. on the common stock of the company, payable on and after June 1.

The value of fertilizers consumed by States is given by Mr. John Hyde, statistician of the Department of Agriculture, as follows: Georgia, $4,691,652; New York, $4,691,500; Virginia, $4,034,944; Pennsylvania, $3,750,000; North Carolina, $2,811,435, and South Carolina, $2,792,958.

The Bullock Fertilizer Works, located at Gwynn's Falls, Baltimore, was offered for sale at auction on Monday last. Only one bid of $5000 was made and the property was withdrawn. It is stated that Messrs. N. Rufus Gill and Roger T. Gill, the trustees, will endeavor to sell the property at private sale.

The following shipments of phosphate rock were reported last week from Charleston, S. C.: Schooner Mary Curtis for Richmond, Va., with 650 tons, and schooner S. B. Marts for Baltimore with 827 tons. The total coastwise exports of phosphate rock from Charleston from September 1, 1897, to May 14, 1898, aggregated 73,455 tons, against 69,090 tons for the corresponding period last year.

Union of Pipe Companies.

It is reported that the Southern iron-pipe companies have consolidated into the American Pipe & Foundry Co., a corporation with $2,000,000 capital and a bonded indebtedness of $1,500,000. The following works are said to be in the combination: Howard-Harrison Iron Co., Bessemer, Ala.; Southern Pipe Co., Anniston, Ala.; South Pittsburg (Tenn.) Pipe Works, and Chattanooga Foundry & Pipe Works, with two factories at Chattanooga and one at Bridgeport, Ala., with F. C. Miller, Anniston, president; David Giles, Chattanooga, vice-president; J. K. Dimmick, Anniston, second vice-president and general manager; E. B. Thomason, Chattanooga, general sales agent; M. Llewellyn, Chattanooga, treasurer; J. R. Rice, South Pittsburg, secretary.

GENERAL NOTES.

Brief Mention of Various Matters of Current Interest.

The output in the Joplin district in Missouri for the week ended May 21 was 7,898,750 pounds of zinc and 1,003,440 pounds of lead. The price of zinc rose to $27 a ton.

Mayor Goodnow, Fitzgerald, Ga., writes the Manufacturers' Record that the city of Fitzgerald is not yet prepared to receive bids on the water-works and electric-light plant.

The office of Mr. G. W. Stone, inspector of mines and curator of the Geological Survey of the State of Kentucky, has been removed from Frankfort to the State College at Lexington.

The Development & Audit Co. has been organized at Atlanta, Ga., with the following officers: Charles A. Collier, president; T. B. Neal and E. C. Peters, vice-presidents, and T. H. Martin, secretary.

At the annual meeting of the Kentucky Wagon Manufacturing Co., of Louisville, the president made an exhibit which showed that the gross earnings of the company for the past year were nearly $1,000,000, and that more wagons had been sold the first half of May than for the whole month last year.

In what is known as the Atlantic City section of Norfolk a large number of improvements are being made. It is stated that $180,000 is to be expended for streets and sewers. Other improvements will be a steel bridge that will cost $65,000 and a bridge costing $12,000. New residences have been started or contracted for to the number of fifty, averaging about $3000 each.

The electric-light plant now owned by the city of Jacksonville, Fla., is a very large and complete one. Recently about $150,000 has been expended in improvements upon it, including additional machinery for the power-house. The plant has a capacity for over 375 arc lights and 20,000 incandescent lamps. The dynamos are operated by four engines, which represent nearly 2500 horse-power.

TRADE NOTES.

Plant for Lease.—Messrs. Field & DuShane, of New Castle, Pa., are offering for lease a complete foundry and machine plant. Owners retiring from business is said to be cause for selling.

Ice Machines for Sale.—An opportunity for buying two second-hand refrigerating machines at a low price is being offered by the Frick Company, of Waynesboro, Pa. The two machines are in good running order and are of 50-ton refrigerating or 25-ton ice-making capacity.

National Feed-Water Heaters.—It is announced that the National Pipe Bending Co., of New Haven, Conn., is very busy in the manufacture of the "National" feed-water heater, for which orders are on hand at the present time aggregating over 23,000 horse-power. The company also has a large amount of coil work, which keeps the plant running to its fullest capacity.

Machine Tools for England.—Orders have been received by the American Tool Works Co., of Cincinnati, O., from Wimhurst, Hollick & Co., of London, amounting to $12,000, including engine lathes from 14-inch to 22-inch swing, planers, radial drills, upright drills, bolt cutters, milling machines and chucking lathes, and from Pearson, Bennin & Co., of Leicester, England, for a number of lathes and drill presses.

"Gyrator" Flour Mills Contracted For.—During the past two weeks a number of "Gyrator" flour mills, as built by the Wolf Company, of Chambersburg, Pa., have been contracted for. The orders filed by the Wolf Company included a 60 to 75-barrel mill, remodelling a 150-barrel mill, a 30 to 35-barrel mill, remodelling a 50-barrel mill and increasing its capacity, a 50-barrel mill, remodelling a 75-barrel mill, a 30-barrel mill, a 60-barrel wheat mill and small buckwheat and rye mill, remodelling a 100-barrel mill and a new 25-barrel mill.

Heating and Ventilating System.—Many new buildings in the South have recently adopted the heating and ventilating system which the Peck-Hammond Co., of Cincinnati, installs. Recent contracts filed by the company included heating, ventilation and flushing closets for the new high school building at Newport News, Va., for several school buildings at Roanoke, Va., and for school building at Columbus, Ga., and residences at Staunton, Va., hotel at Alexandria, La., and residences at Corinth, Miss., Birmingham, Ala., and Mayfield, Ky.

Extensive Improvements to the United States Monitor Nantucket, Completed at Wilmington, N. C.—Upon determining to utilize the monitor Nantucket (stationed at Wilmington, N. C., as a training ship) in the war with Spain, the Navy Department found the vessel to be in need of extensive and important improvements to put it in condition for hostilities. It was found that the necessary improvements included, besides thorough overhauling, extensive repairs to the main turret and anchor engine, boilers and turret machinery, entire reconstruction of the main deck and the rebuilding of the superstructure. The contract was awarded to the Wilmington Iron Works (Messrs. Burr & Bailey, proprietors), of Wilmington, N. C., and but two weeks was allowed the contractors in which to finish the work. At the expiration of the fortnight the ship was completed and submitted to the government, whose supervising officers expressed their entire satisfaction at the work of the contractors, the Wilmington Iron Works.

Compressed-air Power.—A convincing commentary upon the wide range of applications of compressed-air power is the sales reported of the Clayton Air Compressor Works, Havemeyer Building, New York, for the months of February, March and April. In all, nineteen air compressors were sold for operating pneumatic stone tools, chipping and calking tools, air hoists, etc.; nine air compressors for moving and elevating acid and chemical solutions; four air-lift pumping plants were installed and placed in operation; three air compressors were furnished to rubber works for removing hose from mandrels, testing hose and inflating tires; one compressor was supplied for the pneumatic transmission of messages, two for oil-burning plants, three for racking off beer in breweries, one for spraying brick in the process of manufacture and six for unusual applications of compressed-air power. In addition to these, four air compressors were exported to Europe for operating pneumatic shop plants. Among the orders of especial interest included in the above summary may be mentioned the plant installed at the navy-yard, Brooklyn, N. Y., for supplying pneumatic drills, paint machines and hammers, and one furnished to the Yarrow shipyard, London, for operating pneumatic tools. Another installation of interest is the compressor at the Dunn Building, New York, which supplies compressed-air-dusting nozzles for cleaning the iron grillwork of the elevator shafts. Among the orders now in hand is a large compressor for the Bath Iron Works, Bath, Me., to operate pneumatic tools.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Athens—Corn and Flour Mill.—Regarding the proposed corn and flour mill, it is stated that a company will be organized to build it in the near future, all the stock having been already subscribed; C. E. Frost can be addressed.

Birmingham—Broom Factory.—The Birmingham Broom Factory will be extensively enlarged; J. H. Hamilton, manager.

Oneonta—Flour Mill.—F. G. Donchoo & Co. will build a roller-process flour mill of twenty five to thirty barrels daily capacity.*

ARKANSAS.

Des Arc—Hardwood Manufactory.—A company has purchased site and leased fifty acres of timber land and will erect a large hardwood manufactory to employ 100 hands. For information address J. W. Beck.

Little Rock—Real Estate.—Chartered: The Little Rock Real Estate Co., capital stock $65,000, with W. S. Mitchell, secretary.

Warren—Lumber Mill.—S. W. Lowry will rebuild his burned saw mill.*

GEORGIA.

Atlanta—Electric-light Plant.—An electric-light plant will be installed in the new county jail. Address A. L. Kontz, county clerk.*

Atlanta—Planing Mill.—Willingham & Co. did not lose their planing mill by fire last week, as has been reported, but their plant is in full running order, occupying six acres of ground, and supplying the trade.

Augusta—Electrical Construction.—Mr. McDonald (recently manager of the Augusta Telephone Exchange) and R. R. Mitchell, of 242 McIntosh street, have formed the Augusta Electric & Construction Co. to conduct a general electrical construction business.

Barnesville—Repair Shop.—The Barnesville Manufacturing Co. (cotton mill) is erecting a repair shop.

Dalton—Cotton Mill.—The Crown Cotton Mills will erect a new additional mill of 10,000 spindles and 256 looms equipment.

Dalton—Printing Plant.—The Showalter Co. will erect a new large building for the accommodation of its printing plant; will put in two new presses, 25-horse-power boiler and engine, etc.

Macon—Electric-light Plant.—The Macon & Indian Spring Electric Street Railway Co. has in view the erection of an electric-light plant.

Macon—Industrial Company.—The Greydine Industrial Co. has been incorporated, with capital stock of $1000, by Gray Goodwyn and others.

Roswell—Cotton Mill.—The Roswell Manufacturing Co. is to make extensive improvements to its mill, adding new 175-horse-power boiler and engine, electric light plant, sprinkler system, etc.

Whitesburg—Educational.—Incorporated: The Hutcheson College, for educational purposes, etc., by H. R. Davies and others.

KENTUCKY.

Crab Orchard—Telephone System.—The Crab Orchard, Stanford & Mount Telephone Co., lately noted as incorporated, will construct line 100 miles long, connecting about 100 to 200 instruments; A. H. Bastin, president.*

Middlesborough—Furnace to Resume.—The Watts Steel & Iron Syndicate will blow in furnace No. 2 in the near future.

Owensboro—Drainage.—Gid A. McLean and associates propose constructing a canal, etc., to drain 15,000 acres of land.

LOUISIANA.

Crowley—Water Works.—The city is now asking bids on the extension and improvement of its water works. Address J. E. Barry, mayor.*

Crowley—Electric-light Plant.—The city is about to contract for the extension and improvement of its electric-light plant; J. E. Barry, mayor.*

Flowerton—Cotton Gin.—W. S. Flower will rebuild his burned cotton gin; new gin to have 500-bale capacity.*

MARYLAND.

Baltimore—Brewery.—Incorporated: The Monarch Brewing Co., by Julius M. Jackson, Millard F. Pancoast, John Meyers, George A. Conrad and Christian Zell; proposed capital stock $300,000.

Baltimore—Furnace Resuming.—The Maryland Steel Co. will blow in Furnace "A" at Sparrow's Point.

Baltimore—Wharves, etc.—The Baltimore Steam Packet Co. (Old Bay Line) will rebuild its wharves, etc., which were destroyed at a loss of about $100,000.

Baltimore—Municipal Paving.—The city council has passed an ordinance providing for the repaving of Fulton and Mount Royal avenues at a cost of probably $75,000. For information address the mayor.

Washington, D. C.—Wire-fence Works.—The Chandlee Wire Fence Co. (reported last week under Baltimore as incorporated) will engage in the manufacture and introduction of a new wire fence that has been devised; officers, George H. Chandlee, president; H. C. Chandlee, secretary, and J. R. Kelso, treasurer. Address the company.

MISSISSIPPI.

McComb—Water Works and Sewerage.—The city has voted $40,000 in bonds for the construction of the sewerage system and water works recently reported; Sanders & Porter, of Louisville, Ky., are engineers for the city; C. C. Jarvis, mayor.

Natchez—Cotton Ginnery.—N. L. Carpenter & Sons will double the capacity of their ginnery, all arrangements therefor having been completed.

Vicksburg—Chair Factory.—Arrangements have been concluded to insure the erection of a chair factory by the American Chair Co.; A. D. Martin, president; M. J. Mulvihill, local manager.

MISSOURI.

Central City—Mining.—The Black Mule Mining Co. has been incorporated, with capital stock of $30,000, by R. B. Cholmondeley, T. C. Molloy, George S. Page and George C. Meese.

Joplin—Mineral Lands.—Capt. E. O. Bartlett, E. D. Porter, John Stilwell and Al Baker have purchased 200 acres of mineral land near Joplin and will prospect same with steam drills.

Kansas City—Stationery.—The T. O. Cramer Book & Wall Paper Co. has been incorporated, with capital stock of $8000, by T. O. Cramer, J. W. Cramer, S. H. and A. P. Jenkins.

Neosho—Plow Company.—Incorporated: The Neosho Chilled Plow Co., capital stock $6750, by J. E. Alexander, J. C. Alexander, E. D. Smith and E. W. Lillard.

Poplar Bluff—Cooperage.—The H. D. Williams Cooperage Co. has been incorporated, with capital stock of $200,000, by H. D. Williams and others.

Republic—Lime-kilns.—The Republic White Lime Co. has been incorporated, with Dr. G. B. Dorrell, president; A. D. King, vice-president, and P. O. Rainey, manager; company is erecting a plant of twelve or more kilns.

Sedalia—Brick Works, etc.—The Sedalia Building & Paving Brick Co. has been incorporated, with capital stock of $4000, by A. W. Winzenberg, W. J. Upton and Mrs. Anna Bernsch, for the manufacture of brick, earthenware, pottery, etc.

St. Louis—Supplies.—The Albert S. Kendrick Supply Co. has been incorporated, with capital stock of $7500, by A. S. Kendrick, C. P. Hutchinson and Charles Knight.

St. Louis—Iced-water Company.—The Imperial Ice Water Co. has been incorporated, with capital stock of $10,000, by Louis Friedman and others.

St. Louis—Machinery Works.—The Star Bucket Pump Co., noted last week as incorporated, will operate plant for the manufacture of purifying pumps, water elevators, refrigerators and beer coolers, soda and ice-water fountains, etc.; F. M. Brown, secretary, No. 115 South Main street.*

NORTH CAROLINA.

Asheboro—Telephone Extensions.—The Asheboro Telephone Co. expects to extend its lines to Greensboro, possibly by way of High Point; J. T. Moffitt, manager.

Asheboro—Lumber Company.—It is reported that a company will be organized to occupy the buildings recently vacated by the Guilford Lumber Co. W. F. Redding can probably give information.

Asheboro—Flour and Feed Mill.—The Crown Milling Co. has been incorporated, with capital stock of $5000 and privilege of increasing to $250,000, and will manufacture flour, feed, etc.; E. Moffitt (general manager), J. T. Moffitt, C. J. Cox, Mrs. M. A. Moffitt, Mrs. John T. Moffitt, E. L. Moffitt and Mrs. E. H. Morris are incorporators. Contract for 50-barrel mill has been awarded.

Greensboro—Crane Company.—The Greensboro Barrel Crane Co. has been incorporated, with capital stock of $2500, by John B. R. Collins (president), George P. Crutchfield (secretary-treasurer) and George W. Field.

Louisburg—Electric-light Plant.—J. P. Winston has purchased the Louisburg electric-light plant and will put it in operation.

Mayodan—Cotton Mill.—It is said that the Mayo Mills contemplates the erection of another mill within the next year.

Monroe—Telephone System.—The Monroe Telephone Exchange has been organized by the election of J. M. Blair, president; J. D. McRea, vice-president, and C. W. Bruner, secretary. The system is now being constructed.

Murphy—Lumber Manufacturing, etc.—Chartered: The Appalachian Land & Lumber Co., capital stock $60,000, to manufacture lumber, improve land, etc.; incorporators, J. E. McCoy, W. C. Gilmer, Louis Feinler, C. P. Ross and W. R. Wells.

Scotland Neck—Telephone System.—The Scotland Neck Telephone Co. has been incorporated, with M. Hoffman, president, and A. McDowell, secretary-treasurer; system is established.

Thomasville—Mining.—The Lalor Mining Co. has been incorporated, with capital stock of $100,000, by J. W. Sweet, C. B. Haughton and R. L. Welch.

Weldon—Cotton Ginnery.—The Weldon Oil Mill Co. will erect a cotton ginnery for compressing the staple into cylindrical bales; machinery has been ordered.

SOUTH CAROLINA.

Branchville—Grist Mill.—A. S. Dukes contemplates putting in a pearl grist mill.

Branchville—Woodworking Factory.—Snook & Pearson are erecting a handle and spoke factory.

Clifton—Cotton Mill.—The Clifton Manufacturing Co. has in contemplation the erection of another cotton mill in the future, to be mill No. 4.

Rowesville—Woodworking Factory.—John F. Simmons will rebuild his burned handle factory.

Trenton—Glass Works and Pottery.—J. G. Baynham proposes the organization of a stock company to establish either glass works or pottery or both. The capital is contemplated to be from $10,000 to $15,000.

TENNESSEE.

Bristol—Timber Lands, Saw Mills, etc.—It is stated that the Hardwood Lumber Co., of Chattanooga, and the Union Hardwood Co., of Hot Springs, N. C., have purchased an extensive tract of timber lands near Bristol and will erect saw mills, etc.

Gallatin—Water Works.—The city has authorized the issuance of $25,000 in bonds for the construction of the proposed water works. Address the mayor.

Knoxville—Grain Elevators.—J. Allen Smith & Co. are erecting three steel grain elevators thirty feet in diameter, sixty feet high, of 102,000 bushels total capacity.

Sparta—Coal Lands.—Thomas R. Paxton, of Vincennes, Ind., has purchased a tract of timber and coal lands near Sparta.

TEXAS.

Calvert—Machinery Company.—James T. Fuller, J. A. Foster and Charles R. McCrary have incorporated the James T. Fuller Machinery Co., with capital stock of $10,000.

Corsicana—Oil Company.—J. J. Culbertson, J. W. Broad and S. J. Hammen, of Paris, Texas; R. K. Erwin, J. H. Miller and Osce Goodwin, of Waxahachie, Texas, have incorporated the Lone Star Petroleum Oil Co., with a capital stock of $20,000.

Corsicana—Oil Refinery.—J. S. Cullinan, owner of pipe line, has closed a deal for 175 acres of land in the southern suburbs on which he will erect a large oil refinery to refine the petroleum being produced in the Corsicana field, which amounts to nearly 60,000 barrels per month.

Dallas—Lumber Company.—The Burton Lumber Co. has been incorporated, with capital stock of $20,000, by Paul Waples, Willard Burton and R. C. Galbraith.

Dallas—Mercantile.—Incorporated: The S. A. Nance Co., capital stock $1000, by Charles Trotter and others.

Dallas—Tannery.—The Armstrong Packing Co. has erected a building 60x120 feet and established a tannery therein; capacity fifty hides per day.

Houston—Acetylene Gas Company.—The F. G. Holton Co. has been incorporated, with capital stock of $50,000, by F. G. Holton, W. B. Ransome and C. G. Thackeray, to deal in calcium carbide and other gas appliances.

Iowa Park—Lumber Company.—The Iowa Park Lumber & Grain Co., capital stock $10,000, has been incorporated by E. R. Kolp, D. C. Kolp, Jr., and W. R. Stone.

Pittsburg—Cotton and Woolen Mills.—It is reported that Northern parties will build a cotton factory, woolen mill and knitting plant; capital invested to be $100,000; names of organizers to be announced later.

Quanah—Bridge Company.—The Red River Causeway & Bridge Co. has been incorporated by B. H. Newberry and J. W. Odell, of Quanah, Texas, and B. S. Livingstone, of Eldorado, O. T.

Sherman—Sewerage.—The city attorney is preparing an ordinance providing for an issuance of $20,000 bonds for sewerage extension. Address the mayor.

Tyler—Mercantile.—Incorporated: The Hart Grocery Co., capital stock $3000, by J. M. Broyles and others.

VIRGINIA.

Covington—Electric-light Plant.—An Ohio party has made application to the city council for franchise to erect an electric-light plant. Address the mayor.

Lexington—Furnace to Resume.—The Alleghany Iron Co. will blow in Buena Vista furnace; sixty men will be employed.

Milnesville—Saw Mill, etc.—George Dull will establish a saw mill and blacksmith shop.

Norfolk—Transportation Company.—Char-

tered: The Commercial Transportation Co., capital stock $2,500,000, for general transportation purposes, etc.; George F. Potter, of New York city, president; Harry J. Landras, also of New York city, secretary.

Norfolk—Ice Factory.—The Citizens' Ice Co. has been incorporated to deal in and manufacture ice, with capital stock of $100,000; W. J. Baxter, president; A. P. Page, secretary-treasurer.

Petersburg—Electric Plant.—The Upper Appomattox Co., recently referred to, writes regarding its proposed new power site, which will probably be utilized for electrical purposes. The company will use a wheel sufficiently large for a flow of water of 55,000 gallons per minute under an 18-foot head. To develop this power it is proposed to turn the canal into an iron flume about 600 feet in length and five feet in diameter.*

Richmond—Real Estate, etc.—The Pizzini Co. has been incorporated, with capital stock of $10,000, to deal in and improve real estate, etc.; Andrew Pizzini, president, and W. E. Wood, secretary.

Richmond—Pyrites Mining, Manufacturing, etc.—The Patent Pyrites Co. has been granted a charter, with capital stock of $5000, and purpose to mine pyrites, manufacture, etc.; officers, Thomas Armstrong, president; Howard Harlan, secretary; Thos. Harlan, treasurer.

Staunton—Lithia Springs, etc.—Chartered: The Seawright Magnesian Lithia Springs Co., capital stock $50,000, to develop a lithia spring, bottle the water, etc.; E. L. Edmondson, president; Edwin R. Edmondson, secretary.

WEST VIRGINIA.

Buery—Coal and Coke Company.—The Echo Coal & Coke Co. has been incorporated, with capital stock of $100,000, by J. L. Buery, T. C. Buery, A. S. Guthrie, J. W. Rowe, all of Buery, and J. W. St. Clair, of Fayetteville. The Caperton Coal Co. has also been incorporated with same capital and incorporators as the foregoing.

Ceredo—Natural-gas Supply.—Otto Gerner, Jr., has transferred his franchise for natural-gas supply to the Triple State Natural Gas & Oil Co.

Fairmont—Oil Tanks.—The Eureka Pipe Line Co. will build two 35,000-gallon oil tanks.

Hambleton—Coal Mine.—It is reported that the Dows Coal & Coke Co. is about to commence the development of a mine near Hambleton; it is said that a 400-foot shaft will be sunk, and probably $200,000 expended in general plant, etc.

Wellsburg.—The Frank Glass Co. will increase its manufacturing capacity for glass by the addition of a factory which has been purchased.

West Virginia—Coal Lands.—The West Virginia Mining & Development Co., reported lately as incorporated, has for its present purpose the development of mines in Oregon and Colorado. The company has also secured bonds on some coal lands in West Virginia, but at the present time is not prepared to develop them; will probably commence developing the West Virginia lands in April, 1899. For information address B. K. Collier, 927 Market street, San Francisco, Cal.

Wyoming County—Lumber Plant.—Lawson N. Chase and Morris L. Berkley, of 1507 Race street, Philadelphia, Pa., contemplate building a saw mill, lath and shingle factory in West Virginia.*

BURNED.

Atlanta, Ga.—See item under Atlanta regarding the reported (which was incorrect) burning of Willingham & Co.'s planing mill.

Dallas, Texas.—Excelsior Soap & Refining Co.'s plant; loss $50,000.

Double Wells, Ark.—Saw mill of C. H. Caldwell.

Dublin, Ga.—B. B. Jackson's planing mill; loss $2700.

Herndon, Va.—Flour mill of Mr. Garrett.

Knoxville, Tenn.—Riverside Furniture Co.'s factory damaged to extent of $1000.

Webb City, Mo.—Rhodes-Barnett Mining Co.'s concentrating mill; loss $8000.

Wilson, N. C.—Simms & Briggs's sash and door factory; loss $12,000.

Zolfo, Fla.—Hugh Moore's saw mill; loss $1000.

BUILDING NOTES.

Alexandria, La.—Hotel.—The Alexandria Hotel Co. has awarded contract to Hoffman & Wilson for the construction of its hotel, to cost $31,000.

Anderson, S. C.—Parsonage.—The First Baptist Church will make a $2000 change and addition to its parsonage after plans by Frank McSawyer.

Baltimore, Md.—Bank Building.—Contract has been awarded to E. M. Noel for the construction of a building for the City Savings Bank; structure to be two stories high, of brick, with Seneca stone trimmings, floors of mosaic tiling, oak woodwork, copper cornice, fireproof material, etc.

Baltimore, Md.—Dwellings, etc.—T. B. Marshall, builder, has commenced alterations and improvements to Daniel B. Dorsey's buildings at 326 North Gay street after plans by T. Henry Randall, of New York city; improvements will cost $15,000.

Baltimore, Md.—Hall.—Alfred Mason (746 West Baltimore street) has prepared plans for a hall for the B. P. O. E.; said structure to be 27x176 feet, four stories, have hot-water heat, ventilating apparatus, gas and electric fixtures, etc.

Baltimore, Md.—School.—Contract for erection of $20,000 schoolhouse has been awarded to John Hiltz; plans by J. E. Sperry.

Baltimore, Md.—Bank Building.—John T. Buckley has contract to erect building for the Commonwealth Bank.

Baltimore, Md.—Hospital.—Bids are asked on erection of addition to the Presbyterian Eye, Ear and Throat Hospital; plans by Wyatt & Nolting.

Bamberg, S. C.—Dwelling.—H. S. Dowling will build a residence after plans and specifications by Frank McSawyer, of Anderson, S. C.

Beaumont, Texas—Dwelling.—E. Deuster has let contract for the erection of a $3000 residence.

Birmingham, Ala.—Dwelling.—L. A. Peace has permit for erecting $3000 residence.

Cleburne, Texas—Hall.—It is proposed to erect a $10,000 building for the railroad men's Y. M. C. A. George D. McDill, secretary, is interested.

Independence, Mo.—School.—Chris Yetter has contract for erection of $20,000 schoolhouse.

Jackson, Miss.—College.—Contract for the erection of a college building has been awarded to A. A. Folkes.

Knoxville, Tenn.—Store, etc.—Baumann Bros. are preparing plans, etc., for store and flats building for B. R. Strong.

McMinnville, Tenn.—Church.—The building committee of the Presbyterian Church will receive from architects till June 1 bids on plans and specifications for a brick church to cost $8000. Address R. M. Reams.

New Orleans, La.—The New Orleans & Western Railroad proposes building more warehouses and wharves at Port Chalmette, expending about $400,000. C. Van Nostrand, receiver, can be addressed.

Springfield, Mo.—Mercantile Building.—The Keet-Rountree Dry Goods Co. will erect a three-story building.

St. Mary's, W. Va.—Hotel.—Sealed bids will be opened May 28 for erection of a frame hotel building; C. N. Matheny can give information.

Vicksburg, Miss.—Opera-house.—The erection of a $25,000 opera-house is proposed by Capt. Dan Searles and associates.

Washington, D. C.—Dwellings.—B. Frank Myers has completed plans for a dwelling for Julia B. Clark, to be three stories high, have hot-water heat, etc.; Richard Bailey and A. D. Aiken will erect seven houses; Richard Rothwell will erect two houses; P. A. Ames will erect a dwelling.

Wilmington, N. C.—Warehouse.—H. E. Bonitz has prepared plans and specifications for a warehouse (fireproof building with iron roof) for Alex. Sprunt & Sons.

Wytheville, Va.—Dwelling.—Proposals will be opened June 6 for the erection of a dwelling on the property of the United States Fish Commission. Specifications, blanks, etc., furnished on application. Address the United States Fish Commission, Washington, D. C., or at Wytheville. George M. Bowers, commissioner.

RAILROAD CONSTRUCTION.

Railways.

Blacksburg, S. C.—The Manufacturers' Record learns on good authority that the Ohio River & Charleston Railroad Co. has decided to build its proposed extension from Gaffney, S. C., to Spartanburg. It is reported that the road may be further extended to the East Tennessee coalfields, as originally proposed. Samuel Hunt, at Cincinnati, O., is president of the company, and A. N. Molesworth, at Blacksburg, engineer. The line is now being laid out to Spartanburg, a distance of twenty miles.

Chattanooga, Tenn.—It is reported that the Nashville, Chattanooga & St. Louis Railroad Co. has decided to build a branch to Chickamauga Park from its main line. The distance is six miles. J. W. Thomas, at Nashville, is president of the company.

Chattanooga, Tenn.—The Southern Railway Co. has filed two mortgages, one for $8,000,000 and one for $2,000,000. It is stated that of this amount $1,000,000 will be used for the proceeds for building the proposed extension to Stevenson, Ala.

Hawkinsville, Ga.—The Oconee & Western Railroad Co. is again considering the plan to extend this line to Cordele, Ga. The road is now in operation from Dublin to Grovania, Ga., a distance of fifty-three miles. R. H. England is general manager of the company at Dublin.

Haylow, Ga.—The Atlantic, Valdosta & Western Railroad has been built from Haylow to Crawford, Fla., a distance of seventy-one miles. As already stated in the Manufacturers' Record, it is proposed to extend the line and give it a terminus at Jacksonville, Fla., and possibly at Montgomery, Ala. Walter Ferguson, 18 Wall street, New York, is president of the company.

Higginson, Ark.—The Des Arc & Northern Railroad has been completed between Higginson and Hunterston, a distance of about sixteen miles. It is to be built to Des Arc, a distance of twenty miles in all. G. C. Griffith is president of the company.

Lawrenceville, Ga.—It is reported that the railroad company promoting the line between Lawrenceville and Loganville, Ga., has given out contracts for grading. The line will be about nine miles long and may be extended to Buford, Ga. It may be a feeder to the Seaboard Air Line. J. H. Thidodeau is in charge of the construction.

Parkersburg, W. Va.—It is reported that the Little Kanawha Railroad Co. has determined to extend its line from Elizabeth to Burnsville. The construction work has begun. Passenger trains are now in operation between Parkersburg and Palestine, a distance of thirty miles. The road was built in 1897 from Parkersburg to Elizabeth, a distance of twenty-six miles. H. C. Jackson, at Parkersburg, is president of the company.

Petersburg, Va.—It is stated that the rails for the first twenty miles of the Richmond, Petersburg & Carolina Railroad have been received and that tracklaying is to begin at once. W. P. Chapman is general contractor for the line.

Rothwell, Ky.—The Red River Valley Railroad Co. has been incorporated, with $25,000 capital, to operate a line between Rothwell and Salyersville, a distance of forty-five miles. The route is through a portion of Menifee county, and it is stated that about ten miles of the railroad have been completed. Among those interested are W. Hubbard, Jr., James Muir and Albert French.

Washington, D. C.—The Maryland Traction Co. of Baltimore, which owns the line between Baltimore and Ellicott City, will complete and equip this line at once. The Eckington & Soldiers' Home Railway and the Maryland & Washington Railway, in the District of Columbia, and the railway from the District line through Hyattsville to Berwyn, will be merged into one system and rebuilt and supplied with new equipment. Inside of the District line the underground electric system will be installed.

West Point, Ga.—President L. Lanier, of the Chattahoochee Valley Railroad Co., informs the Manufacturers' Record that this company may extend its line from its present terminus towards Columbus, Ga. It is stated J. J. Hagedorn & Co. and others, of West Point, propose a line from Opelika, Ala., to River View, which would connect with the Chattahoochee road. The new line will be about ten miles long.

Street Railways.

Anniston, Ala.—Howard W. Sexton, president of the Oxford Lake Railroad line, informs the Manufacturers' Record that a consolidation of street railway property is now under way and that as soon as this is completed several branches operated by animal power will be operated by use of electric motors.

Baltimore, Md.—The Walbrook & Gwynn's Falls Railway Co. has agreed to build its proposed railway in the western suburbs within six months if a franchise is granted by the city. It is understood that the line will be operated as a feeder to the City Passenger Railway Co.

Baltimore, Md.—The Maryland Electric Railway Co. is negotiating with the city authorities to obtain right of way for its trolley line from the center of the city through the northeastern section and suburbs, and it is understood that this company proposes to build a line from Baltimore to Bel Air. It has offered the city $10,000 for the franchise. Isaac L. Straus, of Baltimore, is one of the directors of the company.

Sedalia, Mo.—It is stated that William Sterne, of Topeka, Kan., and others have purchased the property of the Sedalia Street Railway & Light Co., and intend rebuilding a portion of the railway line, which is about fifteen miles in length.

Wheeling, W. Va.—It is stated that the Wheeling Electric Railroad Co. has decided to make several extensions to its electric line in the suburbs.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Baskets and Crates.—The Culverton Crate Factory, Culverton, Ga., wants to buy 200,000 baskets for six carrier crates; also a lot of one-quarter, one-half and three-thirds handle baskets.

Boiler and Engine.—Packam Bros. Co., Henderson, N. C., is in the market for a 30-horse-power boiler and a 25-horse-power engine.

Bridge.—Bids will be opened June 1 for the construction of a bridge and removal of old bridge. Address G. L. Maloney, county judge, Knoxville, Tenn.

Chairs.—A. D. Milroy, Brenham, Texas, wants bids before June 1 for supplying opera chairs for church to seat 250 to 300 persons.

Cotton Ginnery.—W. S. Flower, Flowerton, La., will need a gin stand and probably a suction pipe for cotton.

Crusher.—Greer Machinery Co., Knoxville, Tenn., is in the market for a No. 5 Gates crusher, second-hand; also a six-ton horse road roller.

Crusher.—Bond, Harrison & Co., Savannah, Ga., are in the market for a stone crusher of 150 yards of hard stone capacity per ten hours; also a two-inch screen; second-hand outfit will answer.

Crusher and Rolls.—M. M. Freeman, Blacksburg, S. C., wants Blake crusher and Cornish rolls; second-hand will answer.

Electric-light Plant.—Sealed bids will be received until June 7 for furnishing and erecting complete improvements and additions to electric-light plant as follows: Six thousand feet No. 2 three-braid weather-proof line wire, 12,600 feet No. 5 three-braid weather-proof line wire, thirty-one sawed cypress poles, forty crossarms, eighty braces, eighty pins and insulators, eighty lag screws one-half inch by eight inches, eighty one-half-inch washers, 120 one-half by two and one-half lags, 1000 feet guy wire and eight guy slips. Each bid must be accompanied by check in 15 per cent. of amount bid; J. E. Barry, mayor, Crowley, La. (See advertisement in Manufacturers' Record of May 27.)

Electric-light Plant.—The board of county commissioners of Fulton county has passed a resolution authorizing the purchase of a connected electric-light plant for the new Fulton county jail, Atlanta, Ga., consisting of one 25-kilowatt generator, engine, sub-base, foundation and necessary fixtures, in accordance with specifications prepared by Grant Wilkins, engineer, and on file in the clerk's office; A. L. Kontz, clerk.

Elevators.—Grell Bros.' Co., Montgomery, Ala., will need elevators in new structure now building.

Engine.—Wanted—A Corliss engine 16x42, second-hand, in good order; send full description and price f. o. b. Address "Corliss," Wolfe City, Texas.

Flexible Tubes.—Theron McCampbell, Springfield, O., wants addresses of manufacturers of flexible tubes for speaking tubes.

Flour Mill.—F. G. Donehoo & Co., Oneonta, Ala., are in the market for estimates

on the equipment complete of a 25 to 30-barrel roller-process flour mill.

Furniture.—See "Chairs."

Gas Engines.—See "Pumping Engines."

Gasoline Supply.—Bids will be opened June 1 by the city of Baltimore, Md., for supplying gasoline and filling lamps in those outlying sections which use them. For specifications call at office of Wm. H. Swindell, superintendent of lamps, City Hall.

Hydraulic Ram.—James H. Sinn, Folsom, Ga., wants prices on five-gallon hydraulic ram, 50-foot drive pipe for same, 100 rods delivery pipe and 2000-gallon cypress tank.

Lumber Plant.—Morris L. Berkley and Lawson N. Chase, 1507 Race street, Philadelphia, Pa., want estimates on erection of complete lumber plant of saw, shingle and lath mill.

Machine Tools.—G. W. Chance & Co., 14 South Broad street, Philadelphia, Pa., are in the market for bolt-making machine for bolts up to twelve inches long; invite catalogues and prices on machine for export.

Metal-working Machinery.—Star Bucket Pump Co., F. M. Brown, secretary, 115 South Main street, St. Louis, Mo., wants machinery for working wood, sheet metal and wire.

Oil Mill.—John T. Thorne, Ayden, N. C., wants cottonseed-oil mill complete.

Piping.—See "Hydraulic Ram."

Piping.—Rhine O. Varn, Fort Meade, Fla., wants to buy 1000 feet of six-inch black iron pipe, 2000 feet of five-inch and 3000 feet of four-inch; second-hand piping wanted; state terms, location and condition.

Pumping Engine.—Proposals will be received until June 15 for one 3,000,000-gallon vertical fly-wheel engine; also for two 1,500,000 and one 300,000-gallon power pumps; also for four 50-horse-power engines. Partial specifications may be had on application. Address A. M. Breckenridge, clerk, board of water commissioners, Oil City, Pa.

Road Machinery.—Box 847, Charleston, S. C., is in the market for a second-hand steam road machine of about fifteen tons capacity.

Road Machinery.—Greer Machinery Co., Knoxville, Tenn., is in the market for a six-ton horse road roller, second-hand; also a Gates No. 5 crusher.

Saw Mill.—S. W. Lowry, Warren, Ark., wants a saw mill of about 30,000 feet capacity; also wants edger.

Sheet Metal.—Star Bucket Pump Co., F. M. Brown, secretary, 115 South Main street, St. Louis, Mo., buys large quantities of sheet metal.

Steel Dock.—The Navy Department, Washington, D. C., is about to call for bids on the construction of a floating steel dock to be located at New Orleans, La.; said dock to be capable of floating 15,000-ton vessels and to cost $800,000.

Sugar Mill.—M. Delaune, Lockport, La., wants to buy a second-hand double-geared three-boiler sugar mill, five feet long by twenty-two inches or more in diameter, on iron bedplates. Send full description and price.

Tank.—James H. Sinn, Folsom, Ga., wants prices on 2000-gallon cypress tank.

Telephone Equipment.—Theron McCampbell, Springfield, O., wants addresses of manufacturers of mouthpieces of flexible tubing for speaking tubes.

Telephone Equipment.—Crab Orchard, Stanford & Mount Telephone Co., A. H. Bastin, president, Crab Orchard, Ky., will buy telephone equipment for 100-mile (possibly longer) line.

Water-wheel.—Upper Appomattox Co., Petersburg, Va., will need a wheel sufficiently large for a flow of water of 55,000 gallons per minute under an 18-foot head.

Water Works.—Bids will be opened June 7 for extension and improvement of water works, supplying the material for same, etc. Material to include ninety-five tons of six-inch cast-iron pipe to weigh thirty-three pounds per foot; two tons of four-inch cast-iron pipe to weigh twenty-two pounds per foot; eight double-nozzle Corey fire hydrants, three six-inch gate valves, 1500 pounds special castings, 4000 pounds pig lead. Each bid to be accompanied by check in 3 per cent. of amount of bid, etc. For further particulars address J. E. Barry, mayor, Crowley, La.

Wireworking Machinery.—See "Metal-working Machinery."

Woodworking Machinery.—See "Saw Mill."

Woodworking Machinery.—See "Lumber Plant."

Woodworking Machinery.—Star Bucket Pump Co., F. M. Brown, secretary, 115 South Main street, St. Louis, Mo., wants machinery for working wood, sheet metal and wire.

TRADE NOTES.

Ball Engines.—A 100-horse-power Ball engine, for direct connection to a 60-kilowatt General Electric machine, has been ordered from Boulder, Col., and a Columbus (O.) factory has ordered two 150-horse-power Ball engines for direct connection to a 75-kilowatt generator. The Siemens-Halske Electric Co., of Chicago, has also ordered a 225-horse-power Ball engine for direct connection to a 150-kilowatt generator. Ball engines are built by the Ball Engine Co., of Erie, Pa.

Bundy Steam Traps.—That the 75-series Bundy high-pressure separating-tank steam traps are meeting with the approval of engineers is evidenced by the fact that the A. A. Griffing Iron Co., of Jersey City, N. J., has received an order for one No. 78 and one No. 79, to be shipped through a firm of New York forwarding agents to a large electric-light plant at Maracaibo, Venezuela, where they are to be used for draining the reheaters of a Westinghouse engine. The National White Lead Works, of Brooklyn, has ordered four traps of this type, No. 75s, and the Oil Well Supply Co., of Pittsburg, Pa., two No. 76s. These traps possess distinctive features. It has been a difficult matter to procure a trap that would last for any length of time under extremely high pressure and stand the consequent strain put upon it. The Griffing Company claims to have solved the problem successfully, and it invites correspondence from those who have heretofore had trouble with steam traps, or who are at a loss to know what to purchase for either high or low pressure, returning of condensation, or feeding boilers by an automatic gravity-acting apparatus.

TRADE LITERATURE.

Facts Concerning Cuba.—In view of the fact that the attention of this country is now directed especially to the Island of Cuba, the folder issued by the Boston & Lockport Block Co., of Boston, Mass., is timely. The folder contains a map and the most important facts regarding Cuba in a nutshell. The last page of the folder refers to facts concerning Ford's self-lubricating bushed sheave, for plain bushed blocks, etc.

Interesting to Engineers.—The Lunkenheimer Co., of Cincinnati, O., has been issuing for the use of engineers a simple and practical chart giving diagrams of a new method of analyzing the movement of the slide valve. The company says that every engineer should have one, as its use will enable him to thoroughly understand the relation between the slide valve and crank movements without the aid of any intricate mathematical calculations whatever. Sent free upon request of any bona-fide engineer.

Pure and Wholesome Drinking Water.—School boards and the managers of educational institutions generally are becoming more and more alive to the grave responsibility that rests on them to protect the children's health from the dangers incident to the use of impure water. In this connection attention is called to the new catalogue issued by the George L. Squiers Manufacturing Co., of Buffalo, N. Y. This company manufactures the "Squiers" filters, a full description and illustrations of which are found in the catalogue. Those interested are invited to send for a copy.

Sturtevant Engines.—Modern steam engineering practice demands an engine capable of sustained operation at high speed, possessing the utmost refinement in the matter of speed regulation and developing the maximum horse-power with the minimum of weight and floor space. For many years the B. F. Sturtevant Co. has devoted itself exclusively to the most careful design and development of an extensive line of simple, compact and absolutely high-grade engines to fulfil these requirements. That the company has succeeded is best evidenced by a record of over 6000 engines of the various types built and sold since it entered this field. These engines, presented in catalogue No. 103, are unique in many features, are specially adapted for, and fulfil the requirements of, dynamo driving and similar refined and continuous work in which they have been most extensively employed and for which they were distinctly designed. They are manufactured in large lots by special tools. Their parts are interchangeable and duplicates are always carried in stock, so that repairs may be made without delay. Combined generating sets can also be furnished to meet any ordinary conditions. For catalogue address the B. F. Sturtevant Co., Jamaica Plain Station, Boston, Mass.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Mississippi Bankers.

At the annual meeting of the Mississippi Bankers' Association, held at Greenville, the principal papers discussed were "Insurance on Cotton," "Commercial Paper" and "Bankers in War and Peace." Officers for the ensuing year were elected as follows: President, J. A. Conway, of the Merchants' National Bank, Vicksburg; vice-president, Phil A. Rush, Tate County Bank, Senatobia; secretary and treasurer, R. W. Griffiths, president First National Bank, Vicksburg.

New Corporations.

The Gerhart Financial Co. has been formed at St. Louis, Mo., by Thomas S. Gerhart and others, with $100,000 capital.

The Edmondson Avenue Building and Loan Association has been incorporated at Baltimore by I. M. Woolf, Peter A. Grosh, Benjamin L. Turner, Edward M. Whaley and Henry M. Stainback. The capital stock is not to exceed 4000 shares of $100 each.

New Securities.

The Nashville Gas Co., of Nashville, Tenn., has decided to increase its capital to $1,000,000.

The town of Sistersville, W. Va., will sell $6500 in 6 per cent. bonds on June 4. M. Sybert, recorder, may be addressed.

The city of Cambridge, Md., has sold $5000 worth of bonds to the Dorchester National Bank of that city at 5 per cent. premium.

The city of Ocala, Fla., will vote on June 20 on the proposed issue of $24,000 in bonds to refund its debt. R. G. Blake is city clerk.

The William C. Little Investment Co., of St. Louis, Mo., has purchased an issue of $15,000 in 4 per cent. bonds issued by the city of Sedalia, Mo.

The issue of $15,000 in bonds offered by the town of Summit, Miss., will be sold on June 7. S. A. Matthews, at Summit, will give further information.

The State of West Virginia has purchased $12,500 worth of bonds of Wirt county, issued in the interest of the Little Kanawha Railroad Co.

The board of supervisors of Botetourt county, Virginia, is said to have awarded the issue of $20,000 in 5 per cent. refunding bonds to Benjamin Haden, of Fincastle, Va., who offers a premium of $400.

Bids will be received until May 26 for the purchase of the bond issue to be made by the city of Cumberland, Md. It will amount to $20,000 and bear 4 per cent. interest. Robert Shriver is chairman of the finance committee.

Dividends and Interest.

The Columbus Investment Co., of Columbus, Ga., has declared an annual dividend of 6 per cent.

The Augusta Real Estate & Improvement Co., of Augusta, Ga., has declared a dividend of 3 per cent.

Financial Notes.

The City Savings Bank of Memphis, Tenn., has elected officers as follows: President, J. C. Franklin; vice-president, W. R. Payne; cashier, A. S. Williams.

The board of directors of the Dominion National Bank of Bristol, Va., has elected H. E. Jones, president, to succeed the late H. E. McCoy. According to the last statement of this bank, it has a surplus of over $11,000, with a capital stock of $50,000.

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TRADE LITERATURE.

"Turner" Safety Boiler.—A catalogue has been issued which is intended to give, with as little unnecessary matter as possible, a full and concise description of the construction and operation of the "Turner" water-tube safety boiler. Believing that those who

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have to do with modern steam plants are possessed of considerable knowledge, gained in the practical school of experience, sufficient to enable them to thoroughly understand the information set forth, the maker of the "Turner" engine has made this description concise, as before stated. The builder of the "Turner" engine is the Turner Engineering Co., of Marion, O., and from the experience of its staff for years in steam, mechanical and electrical pursuits, it should be well qualified to be of assistance to present or prospective users of any machinery in the several lines referred to. Send for catalogue.

Excelsior Gasket Tubing. "Excelsior gasket tubing is made from the same compound as the Phoenix red packing. It is not quickly affected by great heat, and, if properly applied, will not blow out under the highest pressure. It will make a perfectly tight joint, no matter how rough or uneven the surfaces, and as it retains its elasticity for a long time, the same gasket tubing can be used repeatedly where joints must be frequently broken. All waste is avoided by the use of Excelsior gasket tubing, as, by means of the couplings and gummed tape, short pieces can be easily and quickly connected and made into a gasket. With the three or four sizes of tubing you are equipped to make in a very few minutes a perfect gasket of any size or shape. Excelsior gasket tubing is put up in brown-colored round boxes, containing quantities according to size, and also an ample supply of couplings and gummed tape." The foregoing is quoted from a folder issued by the Boston Belting Co., of Boston, Mass., manufacturer of the tubing and packing mentioned.

TO CONTRACTORS.

If you have any municipal bonds or warrants, taken in payment for building waterworks, court or school houses, jails, etc., write us. Conditions being favorable, we can use them.

F. M. STAFFORD & CO.

Dealers in Southern Municipal Securities,
Chattanooga, Tenn.

JOHN L. WILLIAMS & SONS,

BANKERS,

Dealers in RICHMOND, VA.

Southern Investment Securities,

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Correspondence Invited.

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SURPLUS, - - - 500,000.00

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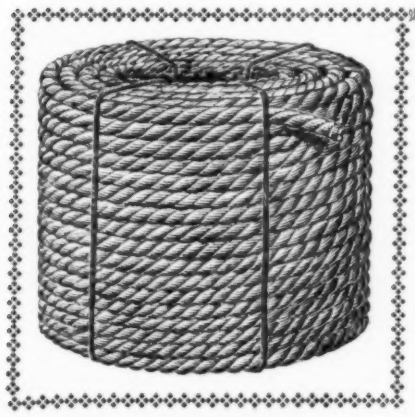

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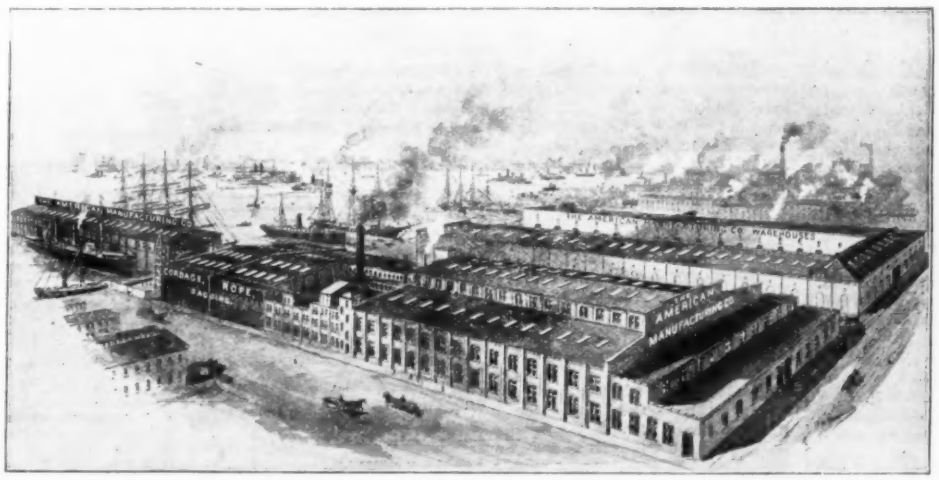

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Allows liberal rates of interest on deposits and trust funds.

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Ads. marked thus * appear every other week.

Ads. marked thus † appear in first issue of each month.

Ads. marked thus ‡ appear in second issue of each month.

Ads. marked thus ‖ not in this issue.

PROPOSALS.

SEALED PROPOSALS will be received by the City Clerk up to 7 o'clock P. M., June 7, 1898, for furnishing 50 arc lights of 2000 candle-power each, to be used in lighting the streets of the city of Greenville, Mississippi, and for such incandescent lights as may be required, under a franchise to be granted by the City Council. J. M. LEE, City Clerk, Greenville, Miss.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., May 19, 1898.—Sealed proposals will be received at this office until 2 o'clock P M. on the 23d day of June, 1898, and then opened, for the constructive steel work, roof framing, &c., of the U. S. Post Office, Court House, &c., San Francisco Cal., in accordance with the drawings and specifications, copies of which may be had at this office or the office of the uperintendent at San Francisco, California. JAMES KNOX TAYLOR, Supervising Architect.

CROWLEY, LA., MAY 17, 1898.

I am authorized by ordinance of the City Council of Crowley, La., to advertise for bids at the lowest practicable figures for furnishing the following work and material in extension of the system of water works being put in, in said city as per plans and specifications, prepared by T. W. Kendall, consulting engineer and now on file in my office, approximately as follows: 95 tons of six-inch cast iron pipe to weigh 33 lbs. per foot. 2 tons of four-inch cast iron pipe to weigh 22 lbs. per foot. Eight double nozzle Corey fire hydrants. 3 six-inch gate valves; 1500 lbs special castings; 4000 lbs. pig lead, laying of the above pipe and setting up valves and boxes, the pipe to be laid at such a depth as will insure a cover of two feet. Accompanying each bid must be certified check of 3 per cent. of the gross amount of each proposal payable to the city treasurer, and contractor required to give bond with usual conditions in the sum of 50 per cent. of the amount of contract awarded. Bids to be received until noon of Tuesday, June 7, 1898.

J. E. BARRY, Mayor of Crowley.

SEALED BIDS will be received by the Mayor of the Town of Crowley, La., after plans and specifications prepared by T. W. Kendall up to 12 M. Tuesday, June seventh, for furnishing all material and erecting complete, an extension to the present electric light system.

The material will consist approximately as follows:

6000 ft. No. 2 three-braid weather-proof line wire.
12,900 ft. No. 5 three-braid weather-proof line wire.
31 Sawed cypress poles.
40 Cross arms.
80 Braces.
80 Pins and insulators.
80 Lag screws, ½"x8".
80 ½" washers.
120 ⅝x2½ lags.
1000 ft. Guy wire.
8 Guy slips.

Each bid must be accompanied by a certified check, payable to the Treasurer of the Town of Crowley, of 15 per cent. of the amount of the bid, and the successful bidders must be prepared to give an acceptable bond of 50 per cent. of the contract price, for faithful performance of the work.

The right is reserved to reject any and all bids.

J. E. BARRY, Mayor.

WANTED—A second hand Corliss Engine 16x42 inch; must be in perfect order. Address with full description and price, f. o. b. Corliss, Wolf City, Texas.

CHARLESTON, S. C.

Is showing great Commercial Development.

For Sale—Good Dividend-Paying Investment Securities, also Residences, Building Lots, Farms, Manufacturing and Hotel Sites.

An ideal city for a HOME. Full of historic interest. Cost of living is cheap and climate delightful. Educational facilities are unsurpassed.

Garden produce of farms near Charleston is shipped to Northern and Eastern markets at good profits.

Exchange Banking & Trust Company,

CHARLESTON, S. C.

UNIVERSITY OF TENNESSEE.

CHAS. W. DABNEY, Ph.D. L.LD., President.

In addition to the usual Literary, Law, and Scientific departments, this institution has **Departments of Civil, Mechanical and Electrical Engineering.**

The most extensive and best equipped laboratories in the South for **Chemistry, Physics, Electricity, Botany, Biology, Agricultural Chemistry and Pharmacy.**

Large new shops erected this year for **Mechanic Arts, Steam, Electrical and Hydraulic Engineering.**

Climate healthful and mild. Faculty of twenty-one. The place to educate the South's future industrial workers.

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The BROUGHTON DRY MIXER FOR Hard Plaster, Cement, Paint, &c.

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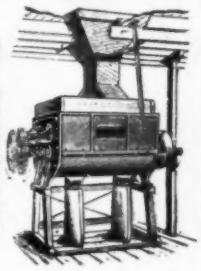

The Hartzell Self-Draining Reel is different from others, it is superior, as it is most convenient, it drains all the water out of the Hose after it has been reeled. No obstructions outside of this reel, to interfer with the free winding or unwinding of the Hose

It is a nice ornament to any lawn. It greatly lessens the expense of keeping up a lawn, because the Hose is kept in order.

It is well mechanically made.

Your customers want THEM.
Will you supply them?

For descriptive circulars and price, address

The Hartzell Novelty Works, Alliance, O., U. S. A.

Wind Engines.

We are manufacturers of the new style power generators,

Ford Wind Engines for Power.

"Aeolus" Mill for Pumping.

Steel Towers, Pumps, Tank, Etc.

AEROSTATIC POWER CO.

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Send for Catalogue.

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Business men desiring to open offices in Baltimore will find in the

MANUFACTURERS' RECORD BUILDING

superior advantages in location, comfort and convenience.

The building is modern in every respect; furnished throughout in quartered oak; steam heat, electric and gas lights, quick elevator service, mail chute, etc.

LOCATION,

corner Lexington and North streets diagonally opposite the City Hall and Postoffice, and immediately facing the temporary Courthouse which will be occupied for the next five years. All the principal street car lines pass within one square, giving quick access to every part of the city.

Considering the location, conveniencies and services, these are the cheapest offices in Baltimore.

Light, heat and janitor service free. Inspection invited.

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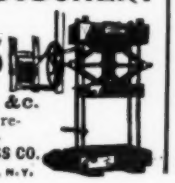

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Enhance the Value of Property One-Third.

DURABLE HEALTHFUL NOISELESS

20,000,000 square yards laid in eighteen years.

For plans and estimates apply to

THE BARBER ASPHALT PAVING COMPANY,

General Office, 11 Broadway, New York.

Think of it. We sell 10,000 XX 6¾ size, good quality envelopes printed for $10. Write for samples. **ATLANTA ENVELOPE CO., Atlanta, Ga.**

The Robinson Patent Grinding Mill

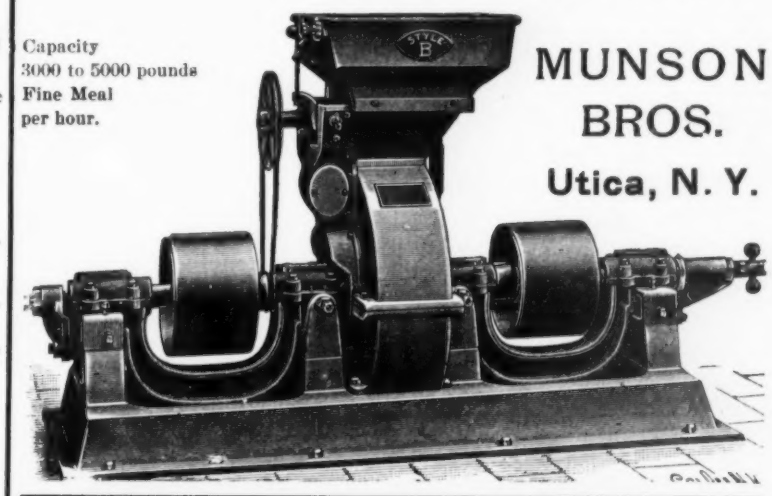
Dalton, Mass., March 26, 1896.

MESSRS. MUNSON BROS., Utica, N. Y.:

Dear Sirs—Your letter of the 25th, inquiring about the Robinson Mill, received. Before putting in this Mill we looked at a good many mills in operation, and got the opinion of the best millers in this locality, and the result was that we bought a Robinson Mill. We have never been sorry. It is our opinion that it is the best mill made today. This Mill has been running since last July, and it runs as well today as it did then. Anyone can run one, and the Mill will grind a large quantity of feed, and do it without much noise about it. We think it is the Mill. We have ground when corn was dry and in good condition 5000 pounds per hour. We have never changed plates nor reversed the belts since the Mill was put in, and it grinds as good, seemingly, as at first.

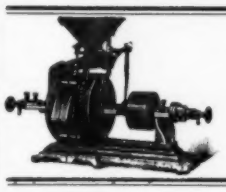
Yours truly, T. W. RANSBOTHAN & CO.

Capacity
3000 to 5000 pounds
Fine Meal
per hour.



MUNSON BROS.

Utica, N. Y.



Our French Burr Mills

Are used by the leading mills because they are the Best. Investigation will convince you of their superiority. Catalog and Discounts on application.

SPROUT, WALDRON & CO., MUNCY, PA.

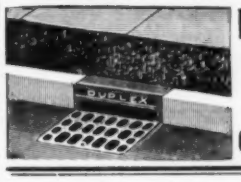
Flour Mill Builders & Contractors.

BURR STONES

For all purposes Manufactured by us.

Also ROLLER MILLS, SMUT MACHINES and GENERAL MILL MACHINERY.

Established 1847. **B. F. STARR & CO., Baltimore, Md.**



Duplex Covers and Inlets

Do not encroach upon lawn or require obstruction in the street to intercept water. Ironwork extends below frost line to protect brickwork from frost. Only inlet that supports sewer pipe and not supported by it. Adjustable to depth and inclination of curb. Large capacity

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Manufacturers of

LAUNDRY MACHINERY.

"THE SINCLAIR" IRONER is the First and the Best.

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Write for prices and catalogues.

"THE COLUMBIA" MODERN LAUNDRY MACHINERY. Latest. "Up to Date." Prices "Right."

Wilson Laundry Machinery Company. Send for Catalog R. **Columbia, Pa.**

CREAM WHITE BRICKS

Made from pure natural white foothill clay, of delicate, soft tone, and uniform throughout. Will not change color. Specified by leading architects of New York and elsewhere for their serviceable and artistic qualities.

Samples showing their beauty and quality sent on request. **Write for Prices.**

Powhatan Clay Mfg. Co.
RICHMOND, VA.

NEW YORK OFFICE: Townsend Bldg., 1123 Broadway.

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OPPORTUNITIES FOR INVESTORS.

- - - INVEST IN - - -

Columbus, Georgia.

20,000 Electric H. P.

Developed and Being Developed.

125 Feet Fall at Columbus, Ga., in Chattahoochee River.

Largest and Cheapest H. P. in the South.

Established Manufacturing Center.
Large Operative Population. Temperate Climate.

Columbus Was Incorporated in 1829 and Has Never Had An Epidemic.

Free Mill Sites, either in or just without the corporate limits. No Strikes.
Lowest Tax Rate of any Georgia County.
No Oppressive State Legislation.
Seven Railways. Five Steamboat Lines.
Low Freight Rates.
Electric Belt Line. Electric Street Cars.
Minimum Cost of all Building Material.
Public Day, Night and Kindergarten Schools.
Handsome Churches and Public Library.
A Refined and Progressive Citizenship.

The Coming Great Manufacturing Metropolis of Georgia and the South. - - - - -

ADDRESS L. H. CHAPPELL, Mayor, or
RHODES BROWNE, Secretary
Columbus Board of Trade,
COLUMBUS, GA.

TWO MILLIONS ACRES LAND FOR SALE.

In Alabama, Florida, Mississippi and Texas.
Dry, Healthy, Fertile and Well Timbered.
YELLOW PINE LANDS A SPECIALTY.

Apply to or address JOHNSTON & NELSON, 241 E. German Street, BALTIMORE, MD.

THE COLUMBIA WATER POWER CO., COLUMBIA, S. C.

.....Offers for sale.....

UNLIMITED ELECTRIC POWER

In large or small units for manufacturing purposes. Columbia is in the centre of the cotton producing country. Low freight rates to all points. An ideal manufacturing location.

GEORGE WALLACE, General Manager, Boston Office, 53 State St., Room 608.
WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

RADFORD, Virginia.

Parties desiring to start new enterprises or change location, are invited to investigate Radford, Va. Good climate, water and drainage, elevation, 1800 feet. On Norfolk & Western Ry. at junction of Columbus, O., and Pocahontas Coal Fields divisions, as well as Southern connection via Knoxville, Tenn. In midst of fine agricultural country and 25 miles from ore fields. Population, 4000, churches, public and private schools, electric light and car line. Ice plant and other manufactures.

Responsible parties are offered inducements, including no city taxes for five years. Address

G. T. KEARSLEY,
Secretary Board of Trade,
RADFORD, VA.

WILMINGTON. N. C.

The Place for Factories.

Central location between extreme North and South. Climate perfect. City very healthy. Surrounded by the most productive cotton and rice plantations and truck farms. One lives cheaply in Wilmington and consequently labor is cheap also. Our city is the best situated on the South Atlantic Coast for factories of all descriptions, it has the lowest freight rates in the entire timber and cotton belt. Our cotton mill runs day and night, **and new factories are exempt from taxation for ten years.**

For further information write to the

SECRETARY of Chamber of Commerce.

COMMISSIONERS' SALE.
NORWICH LOCK MANUFACTURING CO. OF ROANOKE, VA.

This company's entire plant and the personal property therein (stock, manufactured, raw and in process) will be sold at noon, Thursday, June 2, 1898, at public auction, to the highest bidder.

The plant includes buildings costing $57,000, six and six-tenths acres of land, all machinery, patterns, dies and tools. The stock on hand is large, although broken. Information will be furnished by M. W. Bryan, Trustee.

Time will be given on the plant, but personality must be sold for cash.

L. H. COCKE,
JAS. D. JOHNSTON, JR.
R. RANDOLPH HICKS,
Special Commissioners

NOTICE.

We mine, manufacture, buy and sell all kinds of mineral paints, dry colors, minerals and clays. ALPHA PAINT AND MINERAL CO., 338 Bourse Building, Philadelphia, Pa.

FORECLOSURE SALE

OF THE

Property and Franchise of the Catawba Mills of Chester, South Carolina.

Under and by virtue of the decree of the Circuit Court of the United States, for the District of South Carolina, filed the thirtieth day of April, A. D. 1898, in the case of The D. A. Tompkins Company vs. the Catawba Mills and others, I, Julius H. Heyward, Standing Master of said court, will sell at public auction, upon the premises of said defendant corporation, near the City of Chester, in the County of Chester and State of South Carolina, on the tenth day of June, 1898, at 12 o'clock M., all that piece or parcel of land containing about four acres, situated on the Saluda Road, one mile north of Chester C. H., in said State, whereon is located this Cotton Mill of the Mortgagor (the Catawba Mills); also that other piece or parcel of land containing ten acres situated off the eastern side of said road, whereon is located the operatives houses of the Mortgagor (the Catawba Mills); also all the machinery and manufacturing plant contained in the first-named building, consisting of engines, boilers, spindles, cars, shafting, belts and machinery of every class and description now there for manufacturing purposes; also all the other personal property of the said Company; also its franchise or charter rights secured from the said State. Together with all and singular the right, tenements, hereditaments and appurtenances to the said premises belonging or in any wise incident thereto. And also that certain lot adjoining above described property, upon which the superintendent's house is located. It being all the property involved in this litigation.

TERMS.—One-half cash, to be paid at the time of confirmation of sale; balance to be paid twelve months after date of confirmation, with interest on the credit portion at the rate of 6 per cent. per annum, secured by purchasers' bond and mortgage upon the premises, together with policy of insurance for not less than $25,000. The purchaser to have privilege of paying the entire bid in cash, or at any time within twelve months. Purchaser to pay the Master for papers.

The upset price to be bid for said property at the time of said sale shall be $45,000, and the Master making the sale will receive no bid unless there shall be deposited with him in cash or certified check $6,000 at the time of the sale, which amount shall be returned to the bidder if the sale be not confirmed; and if the sale be confirmed the said amount shall go as a part of the purchase money.

JULIUS H. HEYWARD,
Standing Master.

NOTICE.

By virtue of the order and decree of the Circuit Court of the United States, for the district of South Carolina, in the case of Alfred S. Malcomson vs. the Wappoo Mills et al, filed in said court on 24th February, 1898, I will sell at PUBLIC AUCTION on the

Ninth day of June, 1898,

at the Court House of Charleston County, in the City of Charleston, S. C., at eleven o'clock in the forenoon, the

Franchises and Property of the said Wappoo Mills,

Constituting a Fertilizer Manufacturing Establishment situate near the City of Charleston, together with the property connected therewith.

For a particular description of the property, and for the terms and conditions of sale, reference is made to said decree and the advertisement of said sale published in the News and Courier, published in the City of Charleston. Further particulars as to said sale can be had by application to the undersigned, addressed at Charleston, S. C.

WM. E. HUGER, Receiver.

Cotton Machinery

FOR SALE.

Apply New York Office, 18 Walker Street, or at Mills, Paterson, N. J.

Plant of 40,000 Spindles Being Sold.

Carding, Spinning, Warping and Weaving Machinery. All in excellent condition.

Prices Low. Send for Complete List.

ALSO

Bleaching, Dyeing and Finishing Machinery.

Robt. Franklin Adams.

AGENTS WANTED—To Sell the

"Battle Ax" Hay Press.

Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs, Full circle, Simple in construction, efficient in service. Write, prices, discounts.

ALABAMA FOUNDRY & MACHINE WORKS,
NEW DECATUR, ALA.

PARTY with suitable buildings, steam power, etc., wishes to associate experienced parties with capital in Cotton Factory, desirable location in North Carolina, on two railroads. Address BEECHWOOD CHEMICAL CO., 36 East 14th St., New York, N. Y.

FOR SALE.

All the machinery of a small

New England Cotton Mill.

4400 Spindles. Will be sold **at a Bargain** for **Cash.** For particulars apply to

PARKMAN DEXTER,
P. O. Box 1272. BOSTON, MASS.

TO LEASE.

In New Castle, Pa., foundry and machine shop; lot 120x160; three story; brick machine shop, 40x70, with basement; engine room, 19x38, with basement; foundry, 48x57; large blacksmith shop and store room; sheds for clay, sand, coke slack, and coal; will lease with or without machinery, etc.; owner retiring from business. Address

FIELD & DuSHANE.
New Castle, Pa.

FOR SALE.

Mineral, Farming AND Timber LANDS.

Can Supply following:

Asbestos Lands.	Antimony.
Baryta.	Black Cypress Poles.
Beauxite Lands.	Cement Gravel.
Chrome Iron.	Corundum Lands.
Coal Lands.	Cotton Lands.
Copper Lands.	Cedar Lands,
Cypress Lands.	Farming Lands,
Fire Clay.	Fuller's Earth.
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Tie Lands.	Tan Bark Lands.
White Pine Lands.	White Oak Lands.
Walnut Timber.	

E. WILLIS,
CHARLESTON, S. C.

WANTED—Party desiring to rent a saw-mill plant, drying kilns, planer, steampower, etc., in North Carolina, two railroads on property. Address, THE CENTRAL CHEMICAL CO., 36 East 14th St., New York, N. Y.

HELP WANTED.

Advertisements under this head will be inserted hereafter at the rate of one cent a word for each insertion.

WANTED.—Traveling salesmen on salary or commission to sell our steel pens to offices, banks and stationers. Agents need apply. Address SPOT CASH PEN CO., Boston, Mass.

WANTED.—Capable, reliable, enterprising business man to take entire control of novel device for advertising. Small capital required to push device, not to buy it. Address ADVERTISER, care Manufacturers' Record.

SITUATIONS WANTED.

Advertisements under this head will be inserted hereafter at the rate of one cent a word for each insertion.

WANTED—Position as general manager of small Southern railroad. Thorough experience in construction, equipment and operation. Special attention to narrow gauge. Masterful economies and success where others have failed. Attention invited from communities intending building independent connections.
W. Y. Z., care Manufacturers' Record.

ENGINEER AND DRAUGHTSMAN of long experience desires situation; understands all classes of construction and can make estimates; full information furnished with best of references. G. O. WHEELER, Montgomery, Ala.

AGENCY—EXPORT—Gentleman having ten years experience in export commission trade, conversant with Spanish, French, German and foreign market requirements, would represent manufacturers to foreign trade, or take charge of export department for A1 firm; is competent to act as resident buyer. Address "DONALD," Box 21, 1401 Third Avenue, New York.

WANTED—A position as superintendent or manager by a practical coal mining man who understands all systems of mining and ventilating, and understands the manufacturing of coke, &c. I have been superintendent and manager for the last nine years and have a good position at this place now. Can give the best references from former and present employers, but desire to change location: would prefer West Virginia, Tennessee or Kentucky. Address SUPERINTENDENT, care Mfrs. Record.

Sale by Special Master.

By R. M. MARSHALL & BRO., Auctioneers.

The United States of America, District of South Carolina, in the Circuit Court, fourth circuit. W. B. Strang, Jr., & Company vs. Greenwood, Anderson and Western Railway et al. Intervention of Georgia Railroad Bank.

Under and by virtue of a decree of the Hon. Charles H. Simonton, United States Circuit Judge, bearing date the 4th day of April, 1898, I, the undersigned, G. H. Sass, Special Master, will sell at public outcry to the highest bidder, at the Batesburg Cotton Mill, at Batesburg, South Carolina, at the hour of 3 o'clock P. M., on Wednesday, the first day of June, A. D. 1898:

All that lot, piece or parcel of land situate, lying and being within the corporate limits of the town of Batesburg, in Lexington County, State of South Carolina, containing sixty-eight acres, more or less, and bounded by lands of Mary and Hattie Mitchell, L. Hartlige estate, David Rawl, T. S. Fox, and others, on which is erected a three story brick cotton mill building, about sixteen cottages and other buildings, together with all machinery. The improvements on the land consist of a cotton factory operating 100 looms and a corresponding number of spindles, and containing picking machinery, cards, railway heads, drawing frames, cloth room machinery, Lowell filling frames, one slasher, belting, shifting, two good boilers, one Corliss engine and a new electric-light plant, according to the following schedule: Two (2) boilers, 100 H. P. each; one (1) Corliss engine, 150 H. P.; picker room machinery, Kitson's; 100 looms, Whiting; one (1) folder, Lowell Machine Co.; one (1) brusher, Lowell Machine Co; one (1) gauge calendar; one (1) cloth press; one (1) electric-light dynamo; twenty-seven (27) Mason cards; four (4) Jenk's draw heads; one (1) Higgin's slubber; two (2) Higgin's speeders; three thousand five hundred (3,500) spindles, Lowell Machine Co.; two (2) spool frames; one (1) slasher; two (2) warpers; shafting, pulleys, belting.

TERMS.—One-third Cash, and the balance in two equal successive annual instalments; the credit part to bear interest from the day of sale, payable annually, and to be secured by bond of the purchaser and a mortgage of the premises sold; buildings to be insured and policy assigned to protect the mortgage. Purchaser to pay the Special Master twenty-five dollars for papers, and to pay all taxes payable after the day of sale, and to have the option of paying all cash.

G. H. SASS,
Special Master.

Patent Grate Bar Right

FOR SALE.

New England and Western States for Sale.

Big income from royalty. One county in North Carolina pays $1,500 per year. Wanted manufacturing agents in every State to work on royalty. One hundred per cent. profit to manufacturers. Salesmen on commission or on lease as agent for specified territory. Big profit to business men. Saves 20 per cent. fuel.

Yorkville Roller Mills, Yorkville, S. C.: "They are great savers of fuel and give perfect satisfaction in every particular."

Geo. A. Gray and R. C. G. Love, of Gastonia, N. C.: "Works better than you claimed."

Particulars on application to

EARL & WILSON, Gastonia, N. C.

WANTED.

Machinery to Manufacture

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

SOUTHERN FOUNDRY & MACHINE WORKS,
FREDERICKSBURG, VA.

FOR SALE.

Up-to-date Wheel Factory

in one of the best Southern cities. 5 railroads. Capacity 150 sets of wheels per day. 10,000 finished spokes per day. Best of material right at door at cord-wood prices. Address

P. O. BOX L,
Meridian, Miss.

For Sale to Close Out Business.

26,000 ACRES OF LAND,

From 4 to 16 miles from Summerville, S. C. a noted health resort, containing long and short leaf pine, oak, hickory ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.

A. W. TAYLOR LAND & LUMBER CO.
SUMMERVILLE, S. C.

Soft. Fluid. Clean.
Silicon 12$, 10$, 8$, 6$, 4$ Analysis Guaranteed
High in Manganese. Low in Sulphur.

SILEX PIG IRON.

HICKMAN, WILLIAMS & CO.
Exclusive Agents.

CHICAGO: 1138 The Rookery, Tel., Main 8.6. LOUISVILLE: Kenyon Building.

ROBERT WARE GRASTY,

Attorney and Counsellor-at-Law,
EQUITABLE BUILDING,
ATLANTA, GA.

General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

Incorporate Your Business.

West Virginia Laws Most Liberal.
No Personal Liability. Non-Assessable Stock.
Plan mailed on application.

J. A. THAYER & CO., Attorneys,
Charleston, W. Va.

Corporation Laws of West Virginia

Are the Best.

Charter is good in any state, no liability, signers furnished, reduced expense, consultation free.

INTER-STATE LAW ASSOCIATION,
CHARLESTON, W. VA.

DESIRE to rent or interest party with capital in a Corn Mill Plant and Quarry in North Carolina. Have been favorably known and largely advertised for many years. Address, MISS BESSIE E. POUND, 447 W. 5th St., Plainfield, N.J.

SAWMILL MANUFACTURERS

who desire to change their location are invited to investigate the timber resources along the line of the Shreveport and Red River Valley Railway. Forests of yellow pine, ash, cotton-wood, cypress and gum can now be secured along the line of the road at low prices. Low rates guaranteed to all points. Address

LOUISIANA CENTRAL CONSTRUCTION CO., Ltd.
Shreveport, La.

Horse Power for Sale or Lease.

Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to investigate the superior advantages possessed by the

Roanoke Navigation & Water Power Co.

The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

2000 HORSE POWER NOW READY for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line, INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water.

Good manufacturing sites for various industries are available. **2,000,000** brick on hand and a yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH, **200,000** BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime of potash. Boats using 3½ feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000

LABOR is INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

Our power can be bought or leased at reasonable rates. Will take pleasure in answering all requests for detailed information. Address

Roanoke Navigation & Water Power Co.

JAS. W. WILSON, Prest. & Gen. Mgr.
WELDON, N. C.

JUSTICE COX, JR.

552-554 Bullitt Bldg., Phila.,

FOR SALE CHEAP.

Lot of drop bottom, diamond truck Gondola Cars. Ore capacity, about 44,000 lbs.

Bargains in Machinery FOR IMMEDIATE DELIVERY

Ice Machine.

FIVE TONS CAPACITY.

Complete with Compressor, Liquefier, Coils, Tanks, &c. Used only one year.

Copper Still.

THIRTY GALLONS CAPACITY.

With Worm and all fixtures for setting. Extra heavy and entirely new.
Both of these will be sacrificed for quick sale.

THOS. P. CONARD,
16 Forrest Building, Philadelphia.

FOR SALE—Large assortment Rebuilt Paint Machinery. Iron & Buhr Stone Paint Mills. Mixers. Can Fillers, etc., etc. Write for particulars. LYONS MACHINERY CO., Station B, No. 01, Cincinnati, Ohio.

FOR SALE.

1 40 H. P. Nagle Engine; 1 65 H. P. Engine; 2 No. 5 Knowles Pumps; 1 10" x 12" Porter Engine; 1 25 H. P. Erie City Iron Works Economic Boiler; 1 50 H. P. Return Tubular Boiler; 3 65 H. P. Return Tubular Boilers; 1 8 H. P. Upright Boiler, all thoroughly overhauled, also 1 Marine Boiler, new, to suit 17" Square Engine, and 300 ft. of 6" Cast Iron Pipe with flanges on ends and a Lot of Saw Mill machinery. Write for prices to

JOHN F. RILEY'S MACHINE WORKS,
6 and 8 South Street, CHARLESTON, S. C.

FOR SALE.

ENGINES for Blast Furnaces, Foundries, Converters and Rolling Mills. MILL TRAINS (3-high), 36 in., 30 in., 20 in., 18 in., 12 in. and 6 in. SHEARS for Blooms, Billets, Plates, Sheets, Old Rails and Scrap. CRANES—Yale and Towne Pillar Crane (10-ton).; Jib Cranes, Iron and Wooden. STEAM HAMMERS, various sizes and makes. SQUEEZERS (Rotary). FLY WHEELS and BAND WHEELS, various sizes. Punches, Straighteners, Roll Lathe, Riveter, Machine Shop Tools, etc., etc. LOCOMOTIVES, various gauges, sizes and styles.

B. M. EVERSON,
301 Smithfield Street, PITTSBURGH, PA.
Sales Agt. BALDWIN LOCOMOTIVE WORKS, Philadelphia, Pa.

FOR SALE.

No. 16.—1 engine lathe complete with counter; maker, Grant & Bogart; swing, 15 in.; bed, 5 ft. or 2½ ft. between centers; 1 face plate; 1 steady rest; gears complete; condition good.

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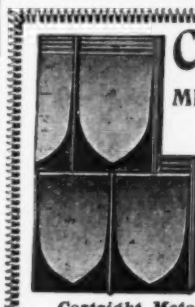

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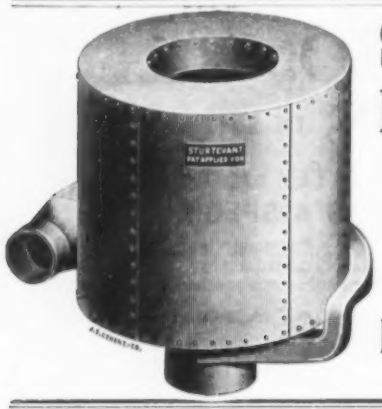

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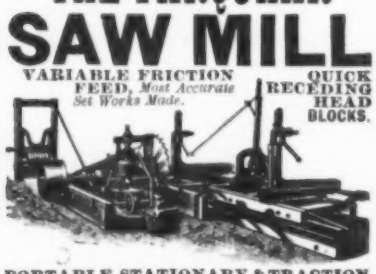

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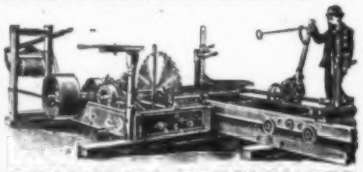

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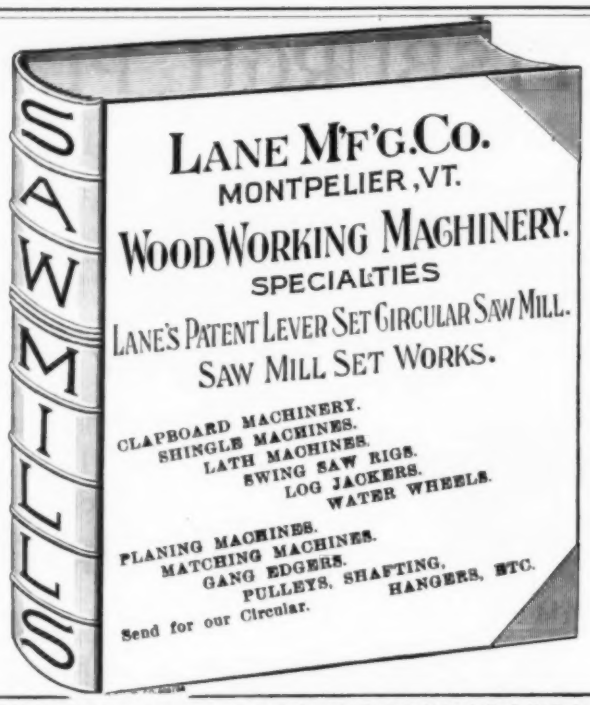

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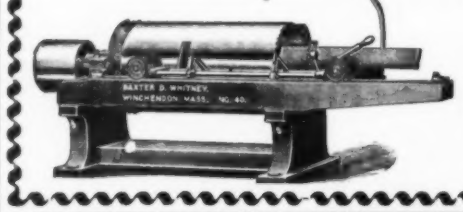

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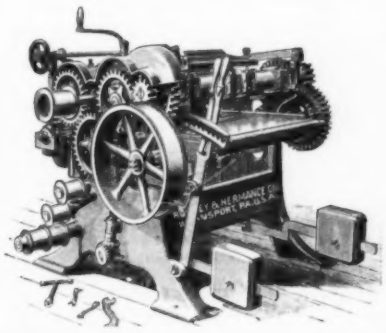

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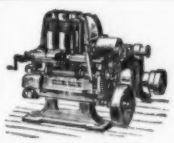
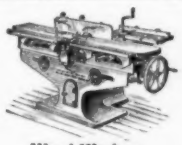
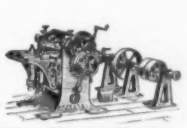


Circular Resaw.



Wood Worker.



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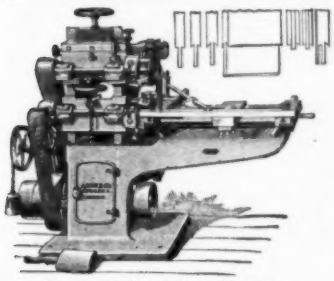

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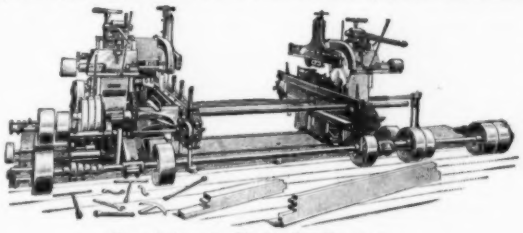

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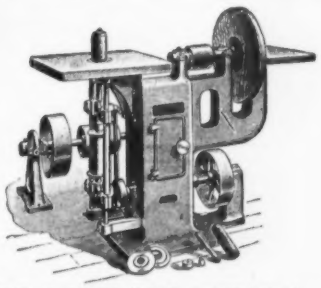

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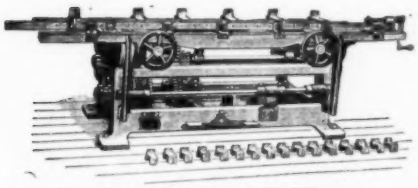

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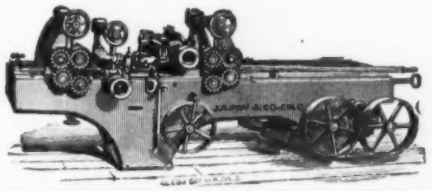

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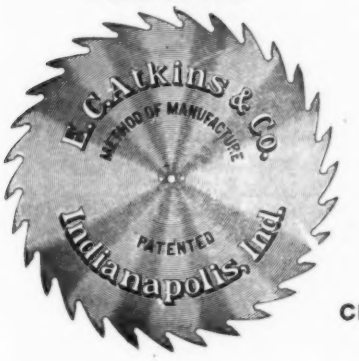

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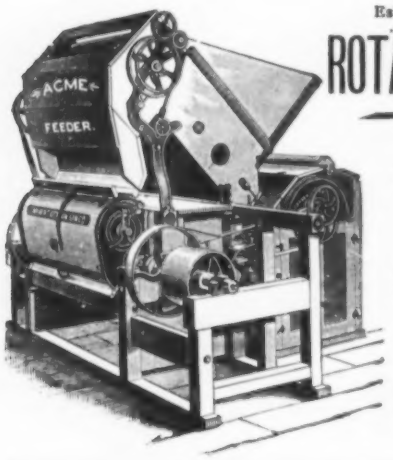

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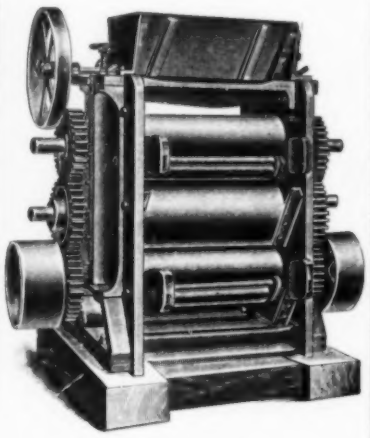

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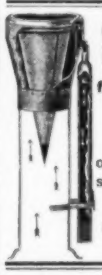

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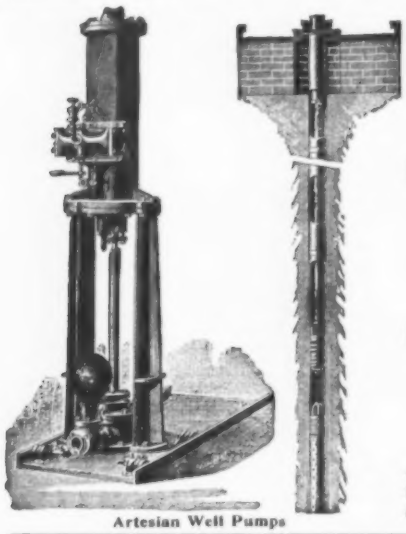

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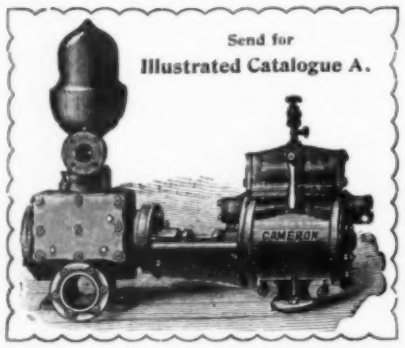

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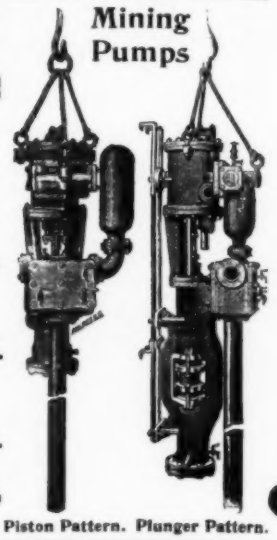

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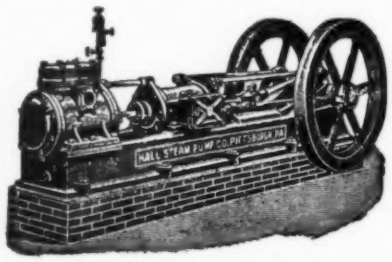

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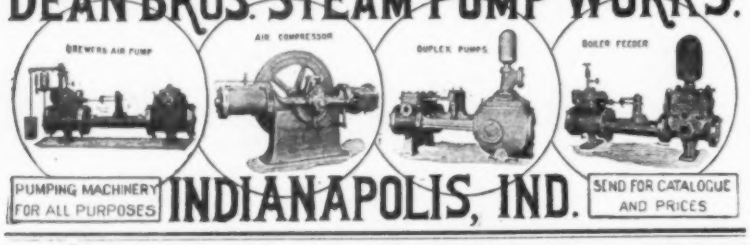

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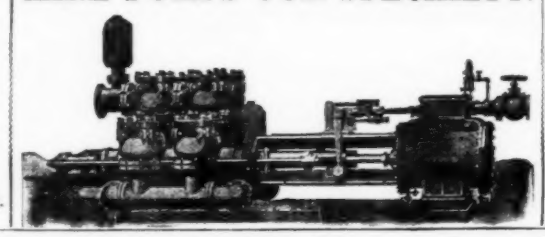

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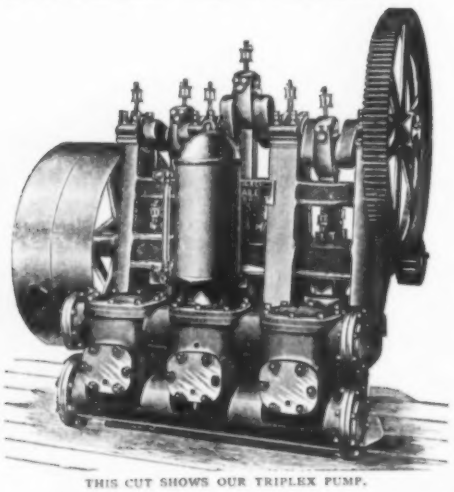

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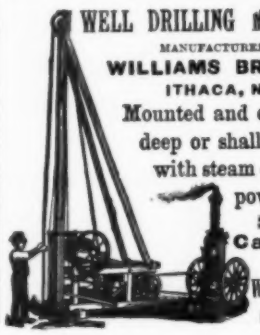

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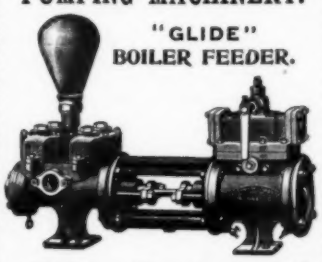

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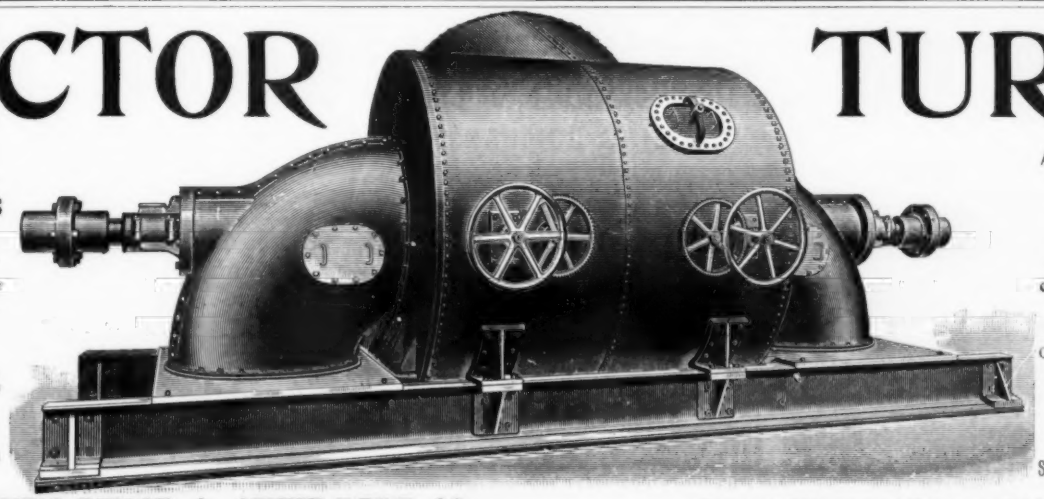

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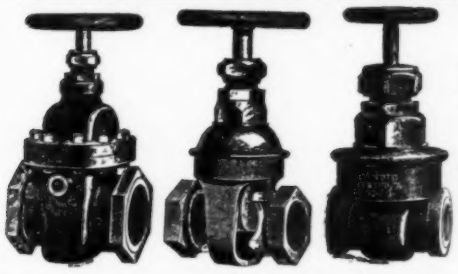

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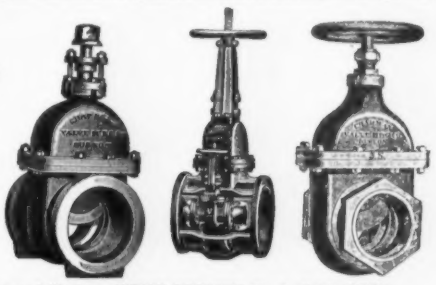

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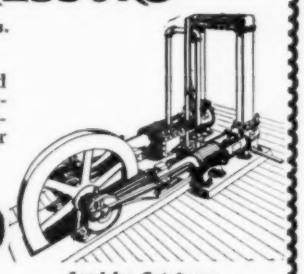

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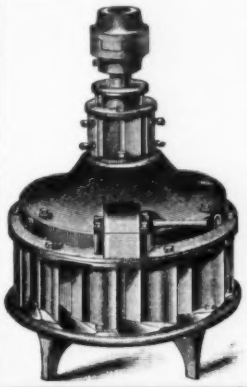

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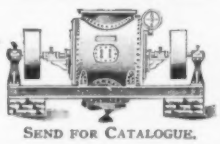

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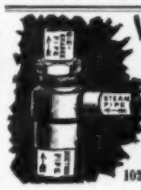

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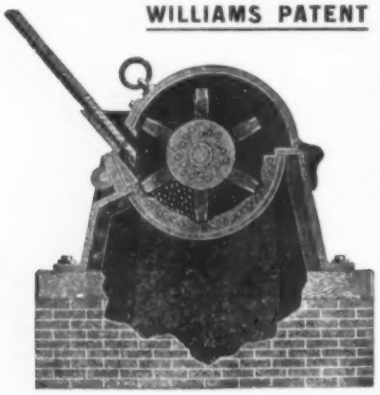

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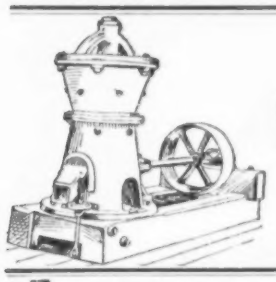

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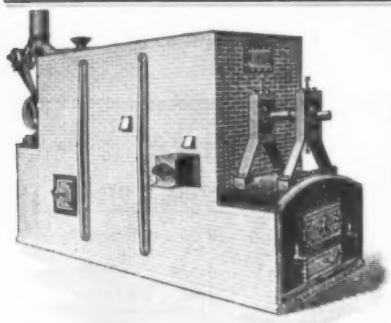

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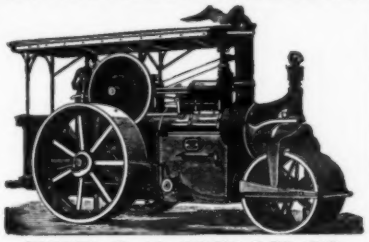

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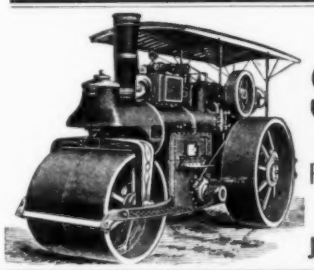

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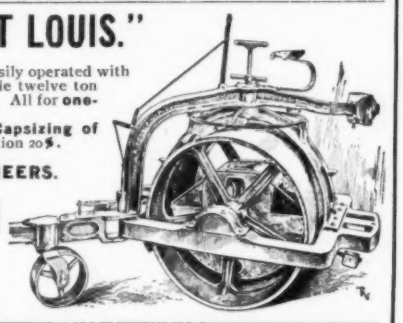

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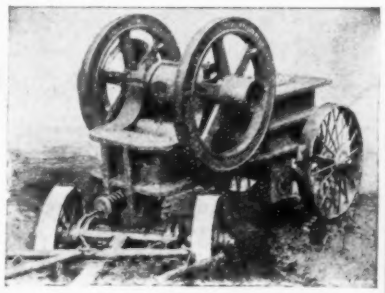

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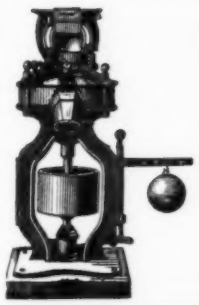

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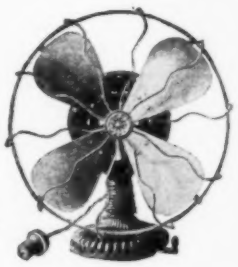

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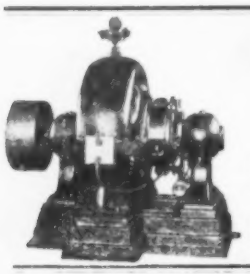

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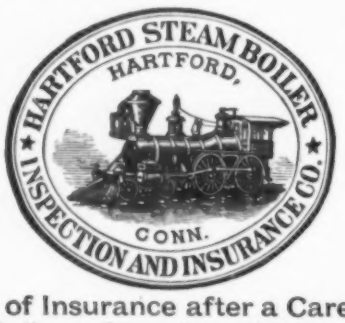

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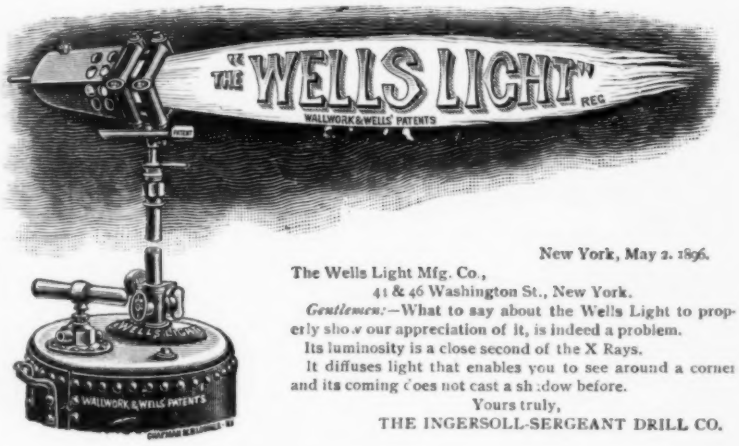

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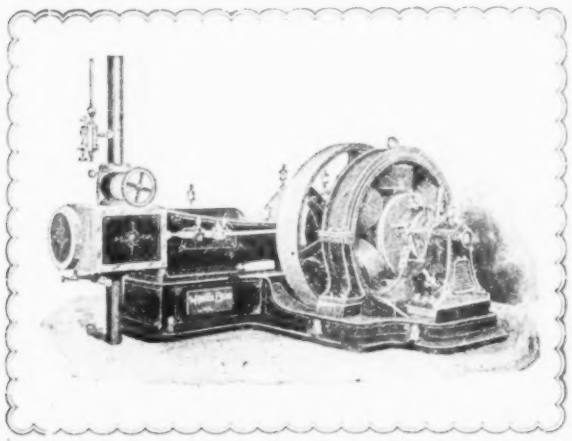

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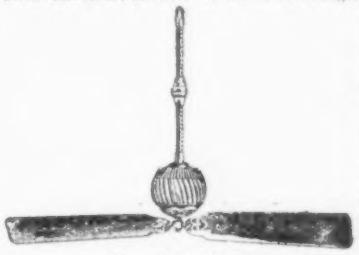

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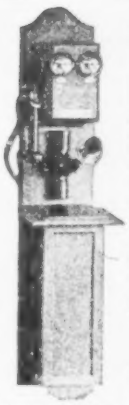

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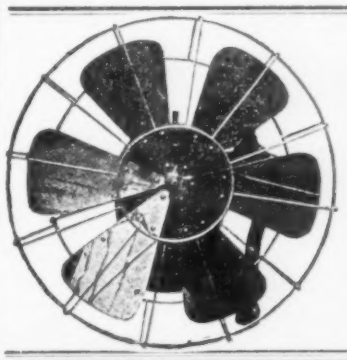

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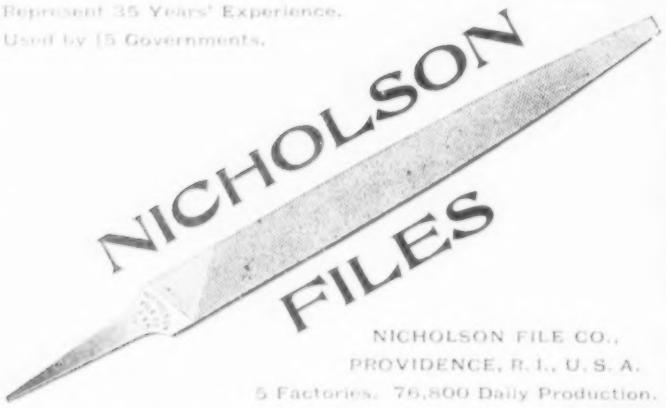

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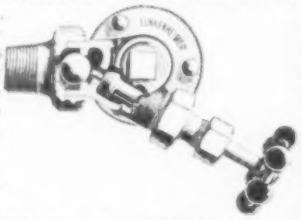

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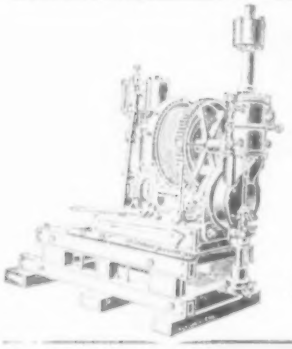

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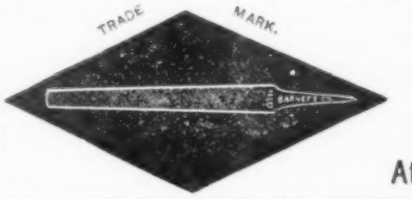

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